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**PRELIMINARY
NEGATIVE DECLARATION**Date of Publication of Preliminary Negative Declaration: November 8, 1996Lead Agency: City and County of San Francisco, Planning Department
1660 Mission Street
San Francisco, California 94103-2414

Agency Contact Person: Sharon A. Rogers

Telephone Number: 415/558-6382

Prepared for the City and County of San Francisco by: Environmental Science Associates

Project Title: File #: 96.652E, SFIA West Field and South Field Projects

Project Sponsor: San Francisco Airports Commission

John Costas, Director, Bureau of Planning and Environmental Affairs

San Francisco International Airport

N/A

Unincorporated San Mateo County

**5/S**

DOCUMENTS DEPT.

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Project would construct a number of interrelated SFIA projects that are located on SFIA property: the West Field (generally the area between the 10L-28R and 10R-28L and the San Bruno Interchange of US 101) and the South Field (generally the area between the SFIA Terminal and Millbrae Avenue and the 10L-19R and 1R-19L and most other SFIA facilities). The project also includes Runways (ends) 10L and 10R and associated runway protection areas, including Term Parking Lot D, the North Service Road, maintenance areas, and a detention pond for Airport drainage. There are also several open spaces, including the Canal and wetlands in the West Field area. The "South Field area" includes Runways 10R and associated taxiways, the Airport road R-2, an interim rental car lot, and a portion of the Millbrae Canal. There are also several other areas.

Projects included in the SFIA Master Plan, and several are specifically identified in the SFIA Master Plan Final Environmental Impact Report (FEIR). In particular, some airfield improvements are not in the SFIA Master Plan; those projects are needed to meet FAA requirements or are necessary as the result of other SFIA projects.

THIS PROJECT COULD NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT.

This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance) and 15070 (Decision to Prepare a Negative Declaration), and the following reasons as documented in the Initial Evaluation (Initial Study) for the project, which is attached.

- Continued on following pages -

DREF
387.7362
P915



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Project Sponsor: San Francisco Airports Commission
Project Contact Person: John Costas, Director, Bureau of Planning and Environmental Affairs

Project Address: San Francisco International Airport
Assessor's Block and Lot: N/A
City and County: Unincorporated San Mateo County

Project Description: The project would construct a number of interrelated SFIA projects that would occur in two areas of SFIA property: the West Field (generally the area between the northwest ends of Runways 10L-28R and 10R-28L and the San Bruno Interchange of US 101) and the South Field (generally the area between the SFIA Terminal and Millbrae Avenue Interchanges, southwest of Runways 1L-19R and 1R-19L and most other SFIA facilities). The "West Field area" includes Runways (ends) 10L and 10R and associated runway protection zones, several taxiways, Long Term Parking Lot D, the North Service Road, maintenance equipment storage areas, and a detention pond for Airport drainage. There are also several open portions of the Old Bayshore Canal and wetlands in the West Field area. The "South Field area" includes Runways 1L and 1R and associated taxiways, the Airport road R-2, an interim rental car facility, airline cargo facilities, and a portion of the Millbrae Canal. There are also several wetlands in the South Field area.

Some of the projects are included in the SFIA Master Plan, and several are specifically mentioned and evaluated in the SFIA Master Plan Final Environmental Impact Report (FEIR). Several of the projects (and in particular, some airfield improvements) are not in the SFIA Master Plan; those projects are needed to meet FAA requirements or are necessary as the result of other SFIA projects.

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- Continued on following pages -

Mitigation measures, if any, included in this project to avoid potentially significant effects:

See page 50 of this Negative Declaration.

c: Robert Passmore
Monica Jacobs
Distribution List
Bulletin Board
Master Decision File

REF 387.7362 P915

Preliminary negative
declaration : [SFIA
1996.

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I. INTRODUCTION

A Program EIR was prepared for the San Francisco International Airport (SFIA) Master Plan in 1991 to 1992, encompassing landside modifications and expansion through the year 2006. The San Francisco International Airport Master Plan Final EIR was certified on May 28, 1992. The San Francisco Airports Commission approved the SFIA Master Plan and accompanying Mitigation Monitoring Program and conditions of approval on November 3, 1992, following a series of public workshops and public hearings. The adopted Mitigation Monitoring Program is appended to this document as Appendix A.

A program EIR is described in State CEQA *Guidelines* Section 15168. It is an EIR that evaluates a group or series of activities that can be characterized as one large project and that, in the case of the SFIA Master Plan, are related both geographically and as logical parts in a chain of actions to expand, improve and reorganize landside functions and facilities at the San Francisco International Airport. A program EIR permits the Lead Agency to efficiently consider overall cumulative effects of a large group of contemplated activities and to avoid duplication and repetition in subsequent environmental review of individual projects included in the overall program.

The SFIA Master Plan is a two-phase physical/management design plan for airport facilities and systems. SFIA is now initiating planning and construction of projects described in its Master Plan. This Negative Declaration evaluates a number of interrelated SFIA projects at the project level that would occur in two areas of SFIA property: the West Field (generally the area between the northwest ends of Runways 10L-28R and 10R-28L and the San Bruno Interchange of US 101) and the South Field (generally the area between the SFIA Terminal and Millbrae Avenue Interchanges, southwest of Runways 1L-19R and 1R-19L and most other SFIA facilities). Some of these projects were included in the SFIA Master Plan; others were not in the SFIA Master Plan, but are required as the result of SFIA Master Plan projects or to meet FAA safety and design requirements.

The West Field projects evaluated in this document include:

- Runway Safety Area for Runway 10L
- Runway Safety Area for Runway 10R
- Extension of Taxiway Q

- Realignment of Taxiway R
- Relocation of Detention Pond
- Reconfiguration of Parking Lot D
- Realignment of North Service Road
- Filling of Old Bayshore Canal Segments

The South Field projects evaluated in this document include:

- Widening and Realignment of Road R-2 (Final Alignment)
- Taxiway Holding Zone

Individual projects proposed under the SFIA Master Plan must be reviewed in light of the information in the program EIR to ensure that the project was adequately analyzed in that EIR and that no new environmental analysis is required.

For the preparation of this Negative Declaration, all of the potential environmental impacts of the proposed West Field and South Field improvements were considered in an "Environmental Checklist Form" and discussion that are presented in Chapter III of this document. It has been determined that additional environmental review is required because (1) some projects in the SFIA Master Plan for the West Field area have been modified, (2) some projects now proposed for the West Field and South Field areas were not included in the original FEIR analysis, and (3) new information concerning physical conditions at SFIA indicates the potential for new significant impacts from the proposed projects that would require mitigation to a less-than-significant level. The evaluation is presented as a subsequent Negative Declaration, pursuant to State CEQA *Guidelines* Section 15162 (and Section 15070). For most project areas, a preliminary review indicated that the project would have no impacts not already identified in the EIR. More detailed analyses of potential impacts were developed in the following areas, where further consideration was warranted: population, transportation and circulation, noise, biological resources, and hazards. These analyses are documented in Chapter III of this report.

II. PROJECT DESCRIPTION

This report evaluates a number of interrelated SFIA projects that would occur in two areas of SFIA property: the West Field (generally the area between the northwest ends of Runways 10L-28R and 10R-28L and the San Bruno Interchange of US 101) and the South Field (generally the area between the SFIA Terminal and Millbrae Avenue Interchanges, southwest of Runways 1L-19R and 1R-19L and most other SFIA facilities) (see Figure 1). The "West Field area" includes Runways (ends) 10L and 10R and associated runway protection zones, several taxiways, Long Term Parking Lot D, the North Service Road, maintenance equipment storage areas, and a detention pond for Airport drainage. There also are several open portions of the Old Bayshore Canal and wetlands in the West Field area. The "South Field area" includes Runways 1L and 1R and associated taxiways, the Airport road R-2, an interim rental car facility on Plot 3, airline cargo facilities, and a portion of the Millbrae Canal. There also are several wetlands in the South Field area.

Some of the proposed projects are included in the SFIA Master Plan, and several are specifically mentioned and evaluated in the SFIA Master Plan Final Environmental Impact Report (FEIR). Several of the projects (and in particular, some airfield improvements) are not in the Master Plan; those projects are needed to meet FAA safety requirements or are necessary as the result of other SFIA projects. (A description of the FAA safety requirements is included and summarized in the next section.)

A. WEST FIELD PROJECTS

The West Field projects evaluated in this document are described below and shown in Figure 2.

1. RUNWAY SAFETY AREA FOR RUNWAY 10L

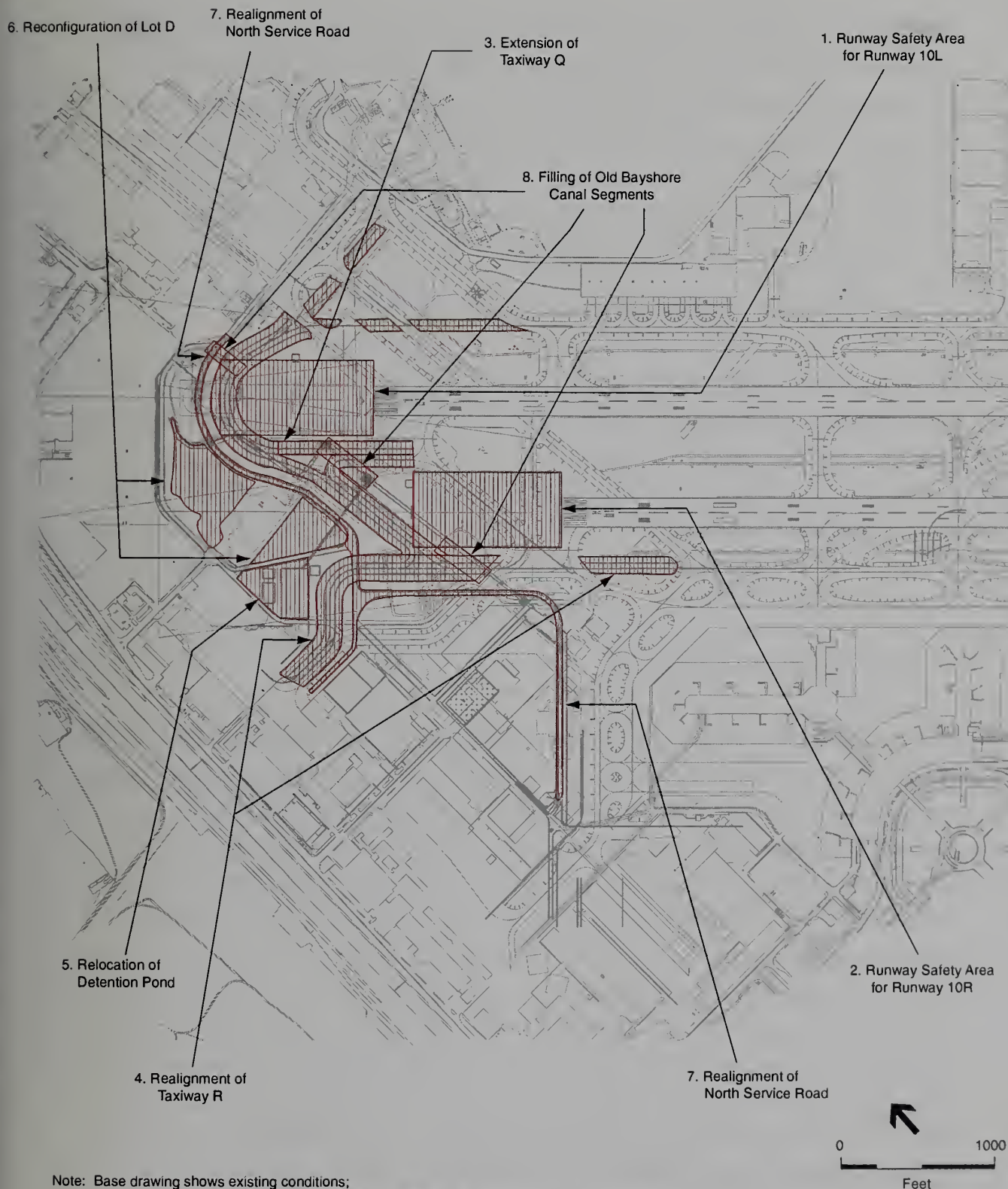
SFIA proposes to construct a 1,000-foot by 500-foot Runway Safety Area (RSA) at the west end of Runway 10L. The RSA is required by the FAA (pursuant to FAA Advisory Circular No. 150/5300-13) to provide additional runway length in emergency conditions (where departing aircraft that must abort their takeoff roll require additional deceleration length, or arriving aircraft are unable to stop within the existing runway length). The RSA would meet the design standards for all aircraft expected to serve SFIA during the Master Plan period. Construction of



SOURCE: Environmental Science Associates, 1996

SFIA West Field and South Field Projects / 9001540 ■

Figure 1
Project Vicinity



Note: Base drawing shows existing conditions;
other approved projects will change baseline conditions before these projects are implemented.

SOURCE: Environmental Science Associates, 1996
Base Map: SFIA Facilities Operations & Maintenance, 1996

SFIA West Field and South Field Projects / 9001540 ■

Figure 2
West Field Project Components

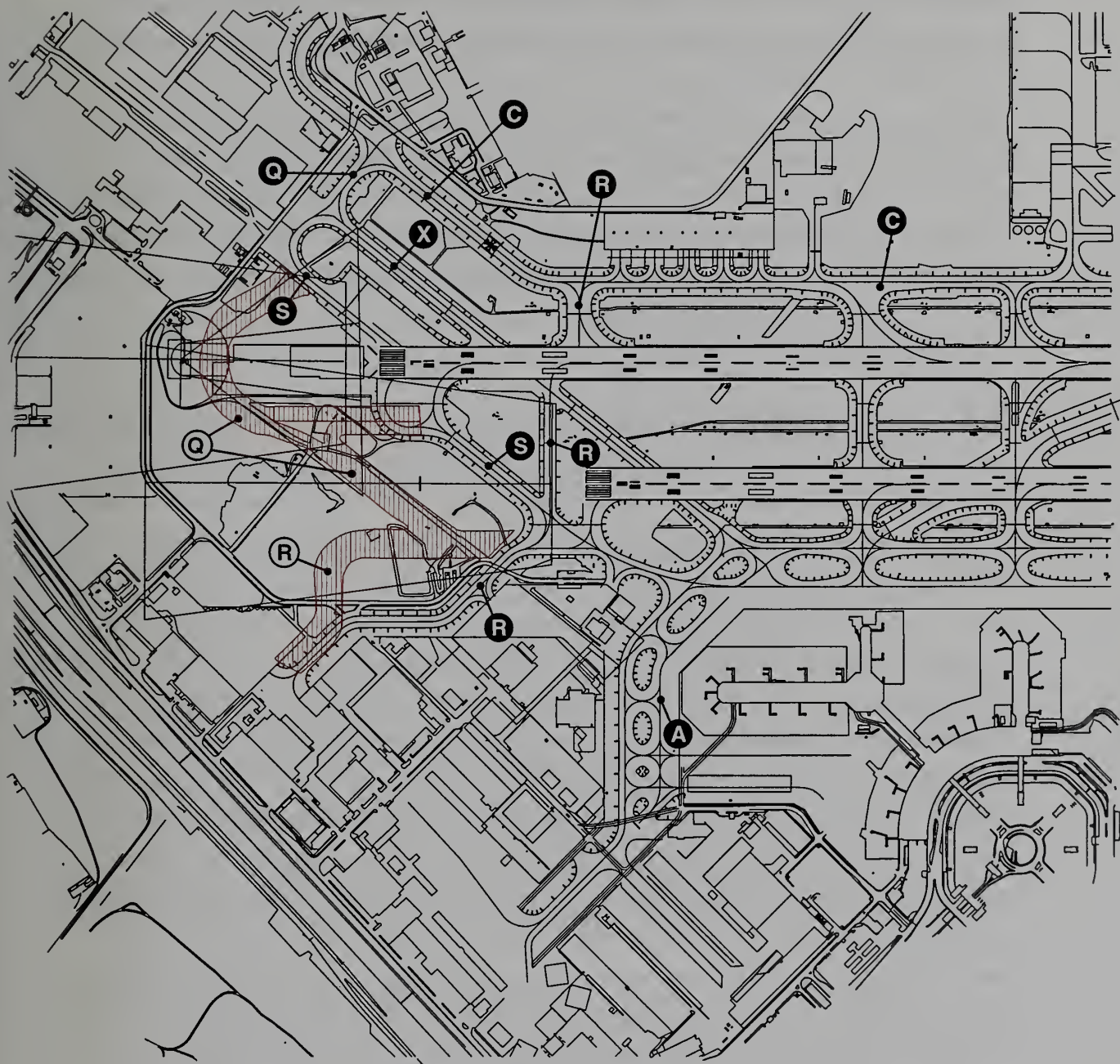
the RSA project would include expansion of the existing paved area at the end of 10L; installation of pipe sleeves under the RSA for future utility connections; relocation of the existing localizer (a navigational device) for Runway 10L-28R into the RSA (required by the extension of Taxiway Q, another project described in this section); relocation of the equipment supporting the localizer to the east side of the RSA; and filling and paving over an area that is now an open drainage canal (a pipeline connection would be installed in the canal first, as part of the filling of the Old Bayshore Canal segments).

2. RUNWAY SAFETY AREA FOR RUNWAY 10R

SFIA proposes to construct a 1,000-foot by 500-foot RSA at the west end of Runway 10R. This RSA also would meet the design standards for all aircraft expected to serve SFIA. Construction of the RSA project would involve excavation of the existing soil and pavement (including portions of existing Taxiways R and S), and construction of new pavement and overlay to meet RSA standards; and relocation of the existing localizer for Runway 10R-28L (to within the RSA) and supporting equipment (to just outside the end of the RSA) from the north side of the existing detention pond.

3. EXTENSION OF TAXIWAY Q

Existing Taxiway Q connects Taxiway C, which extends on the north side of the airfield parallel to Runway 10L-28R, to Taxiway S, which extends from the United Airlines Maintenance facility to Runway 10L, and closely behind Runway 10R to the aircraft parking apron at the terminal (see Figure 3). SFIA proposes to extend Taxiway Q behind Runways 10L and 10R and connect it with realigned Taxiway R (another project described in this section). The extended Taxiway Q would link the North Field cargo terminals and the East Field operations area with the West Field cargo area and the Central Terminal Complex. The primary purpose of the extension is to eliminate the current requirement for aircraft taxiing between those locations to cross two active runways (10L-28R and 10R-28L). The current taxiway configuration (coupled with the volume of arrivals on Runways 28L and 28R) often requires that aircraft wait for extended periods of time (with engines idling) before they may cross the active runways. In addition, SFIA Master Plan projects will result in expansion of the North Field cargo area and relocation of the Airport's Fixed Base Operator (general aviation services) to the East Field, and a resulting increase in the aircraft movements to and from those areas. The extended Taxiway Q would be designed to accommodate all types of aircraft expected to serve SFIA during the Master Plan period.



Proposed New/Realigned Taxiways Q and R



Taxiway Designations



SOURCE: Environmental Science Associates, 1996
Base Map: SFIA Facilities Operations & Maintenance, 1996

SFIA West Field and South Field Projects / 9001540 ■

Figure 3
West Field Taxiways

The extension of Taxiway Q would cross several different types of terrain, including existing pavement, open portions of the Old Bayshore Canal, wetlands, and undeveloped areas. The alignment of Taxiway Q would also be close to an existing detention pond. Existing pavement would be taken out, the underlying areas would be graded, and new pavement would be constructed. Areas of soil would be graded and paved. The open segments of the canal would be filled and paved over after the pipeline connections are installed (as part of the filling of Old Bayshore Canal segments described in this section). The existing wetlands would be filled and paved over. The existing, concrete-lined detention pond would also be filled and paved over, after a new detention basin is constructed (another project described in this section).

4. REALIGNMENT OF TAXIWAY R

Existing Taxiway R extends from Taxiway C across Runway 10L-28R, behind Runway 10R, and continues west to provide airfield access to several existing West Field facilities (airfreight, aircraft maintenance, general aviation, and Airport support). The existing separation between the taxiway and the West Field facilities does not provide adequate clearance for the wingtips of larger aircraft and thus restricts movement of those aircraft and prohibits wide-body aircraft access in this area. The realignment would eliminate an existing dogleg in the runway, and is intended to improve safety and access to the West Field cargo facilities. The realignment would shift the taxiway away from the existing facilities, and would provide adequate clearance and additional space for planned new facilities (construction of a new Emergency Rescue Facility to replace Firehouse #1, which would be displaced by the Taxiway A realignment near the terminal building; replacement of the Airborne cargo building damaged in the Loma Prieta earthquake; and construction of the West Field Cargo Facility). About 1,300 feet of the taxiway, west of Runway 10R, would be realigned. The taxiway would be 75 feet wide and would be designed to accommodate wide-bodied aircraft. An area adjacent to the taxiway (approximately 262 feet wide) would be graded to meet taxiway safety area requirements. A portion of the realigned taxiway would cross the existing detention pond that would be filled and paved over (as mentioned previously). The "old" Taxiway R (the portion being realigned) would be decommissioned as a taxiway, and occupied by West Field cargo development as identified in the Master Plan.

5. RELOCATION OF DETENTION POND

Currently, there are two ponds in the area west of Runway 10R-28L, the North Detention Pond and the North Oxidation Pond (see Figure 2). The existing North Detention Pond is adjacent to

Taxiway R and in the southeast corner of what is known as the North Oxidation Pond Area. The pond is used to receive and hold the "first flush" runoff of stormwater from the paved surface of a portion of the Airport until it can be pumped to the Industrial Wastewater Treatment Plant.

The existing North Oxidation Pond once received stormwater runoff from the northern portion of the Airport in addition to industrial effluent. However, stormwater drainage was shifted to the North Detention Pond in the 1980s. The North Oxidation Pond now receives only direct precipitation and local runoff. Stormwater runoff from this area is normally polluted with oil and grease that result from airfield operations. Pond sediments are known to be contaminated with chromium. A preliminary wetland delineation (Environmental Science Associates, *Preliminary Jurisdictional Determination of Wetlands and Other Waters of the U.S. in the West Field Area, San Francisco International Airport*, December 1995) indicates that 1.3 acres of the Oxidation Pond area may be considered wetlands, and 7.6 acres, "other waters of the U.S.," subject to jurisdiction of the U.S. Army Corps of Engineers.

The capacity of the existing detention pond -- 3 million gallons -- does not handle existing flows adequately and would not handle flows expected at Master Plan buildout (Tam, 1996). In addition, SFIA is under a Regional Water Quality Control Board Order (No. 95-136) to remediate soil and groundwater contamination at various locations at the Airport. The existing detention pond also does not meet Regional Water Quality Control Board (RWQCB) standards for maintaining adequate capacity to store runoff for treatment prior to discharge into San Francisco Bay. As part of the project, the existing detention pond would require cleanup to meet RWQCB Order No. 95-136 Tier 1 standards for soil and groundwater contamination.¹ In addition, the existing pond needs to be relocated because of the realignment of Taxiway R and extension of Taxiway Q (the purpose of those projects is described previously in this section).

The existing detention pond would be replaced with a new, concrete basin that would be underground and enclosed to prevent soil and water contamination. The new basin would have six million gallons of capacity. New pump stations and underground piping would be built to pump flows from the new basin to the industrial wastewater treatment plant.

The new detention basin would be capped by a paved slab for parking or other Airport activities on top of the slab. Drainage from the parking lot or other activities would go directly into the

¹ Regional Water Quality Control Board Order No. 95-136 directs SFIA to develop and implement remedial action plans in specific areas of the airport in order to achieve minimum soil and groundwater contamination levels. A remediation action plan has been prepared for the West Field area.

new detention basin. Other than receiving this drainage, the new basin would serve the same purpose as the existing pond. Other industrial waste flows would be pumped directly to the water treatment plant (an additional pump station may be needed for those flows).

After the new detention basin is built, the existing pond would be filled and paved over (as noted previously).

6. RECONFIGURATION OF PARKING LOT D

Existing Lot D is a long-term parking lot at the northwest end of SFIA property, near the South Airport Boulevard/San Bruno Interchange with US 101. A new rental car facility will displace roughly 3,100 public and employee spaces in the existing Lot D, over several phases. Phase 1 will displace approximately 1,800 spaces in November 1996; Phase 2 will displace about 460 spaces in May 1997; and Phase 3 will displace about 840 spaces in May 1998. Environmental review of the Rental Car Facility and development of long-term parking spaces on a reconfigured area of Lot D was completed by the San Francisco Planning Department, Office of Environmental Review in July 1996. It was determined that the proposed projects would not raise any substantial new or significant impacts not already analyzed in the FEIR and the Terminal Area Master Plan Projects EIR Addendum (April 1996). As part of this previously approved project, SFIA is reconfiguring existing parking Lot D in areas not within the jurisdiction of the U.S. Army Corps of Engineers. This reconfigured parking area is adjacent to the existing Lot D and replaces approximately 1,000 of those spaces displaced by the Rental Car Facility. These spaces are located on non-wetland areas of the expansion area.

An additional 1,200 spaces would be provided in the separate expansion of Lot D addressed in this document, between the 2.3-acre maintenance storage area next to Access Road R-21 and the North Oxidation Pond, and an unpaved 3.8-acre area directly behind the proposed RSA for Runway 10L), in a 7-acre area that is largely jurisdictional wetlands. The proposed 1,200 spaces would not be constructed until SFIA has obtained all necessary wetland permits.

7. REALIGNMENT OF NORTH SERVICE ROAD

The North Service Road extends from the SFIA terminal area (near the existing Emergency Rescue Facility by Taxiway A) through the West Field area (behind Runways 10L and 10R) to the United Maintenance Facility. The road lies within the airfield operations area (AOA) and is used exclusively by SFIA vehicles (e.g., airline support vehicles). The reconfiguration of the Lot

D parking area and extension of Taxiway Q would require that the road be realigned. A portion of the North Service Road would be realigned to go outside the Taxiway Safety Area of Taxiway Q. FAA rules require a 150-foot separation between the service road and the taxiway.

8. FILLING OF OLD BAYSHORE CANAL SEGMENTS

The Old Bayshore Canal drains the northern areas of the Airport into the existing detention basin. Currently, only three segments of the canal are open. These three segments are (1) near the north corner of the existing paved RSA at the end of Runway 10L, (2) near the southern corner of the same paved area, and (3) adjacent to existing Taxiway R. These three open areas would be replaced with pipe and filled in, to meet FAA and surface grade standards for areas adjacent to runways and taxiways. In addition, filling the open canal segments would eliminate potential aviation hazards caused by the attraction of water fowl to this habitat. As portions of the canal segments are jurisdictional wetlands, SFIA would not undertake this project until after it has obtained all necessary wetland permits from the U.S. Army Corps of Engineers, California Department of Fish and Game, and Regional Water Quality Control Board.

CONSTRUCTION DETAILS

The West Field projects would be programmed for construction between Winter 1996 and Summer 1998.

Construction materials would be hauled in through the Bank of America construction gate at the end of Road R-21 (in the West Field area), and haul trucks would use existing roadways and pavement. Construction staging would be located at the existing maintenance storage area or other paved areas in the West Field. A concrete batch plant might be needed on-site for construction of the replacement detention basin.

As indicated previously, construction activities would generally include excavation, filling, grading, paving, pavement removal, installation of underground piping, and concrete pouring. Pile driving would be required only for the construction of the new North Detention Basin. Construction equipment would include: graders, paving machines, rollers, backhoes, haul trucks, crane-hoist, and concrete boom pumps (among others).

SFIA would attempt wherever possible to use local materials for fill. Stockpiles of excavated materials would be established in non-wetland areas on-site, and standard measures (such as

covering with tarps) would be used to keep soil from blowing away. Some unsuitable excavated soils might need to be hauled off-Airport to an approved disposal site. Since the existing detention basin is already lined with concrete, an impermeable material, contaminated soils might be used as fill for the basin. Special excavation and fill requirements for the West Field projects are not known at this time.

Some construction activities would need to occur during the nighttime. For example, construction of the RSAs for Runways 10L and 10R would require restrictions on use of the runways (ranging from shortening the length of runway that aircraft can use, to closing the runway altogether for brief periods). As nighttime construction would be less likely to interfere with aircraft operations, extension of Taxiway Q within the RSA would also occur mostly during the nighttime. Construction of the new detention basin would occur mostly during the daytime. SFIA would confer with local communities to determine the least disturbing hours of operation for pile driving, and would schedule pile driving accordingly. The estimated maximum duration of pile driving is two months.

RELATIONSHIP OF WEST FIELD PROJECTS TO SFIA MASTER PLAN AND FEIR

SFIA Master Plan Projects

The realignment of Taxiway R is described on p. 61 of the SFIA Master Plan FEIR as a near-term Master Plan project (and is shown on Figure 4, p. 42 of the FEIR). The realignment proposed at this time is similar to that shown on Figure 4 of the FEIR (it is assumed that the alignment shown in the figure is conceptual).

Expansion of the existing Lot D is described on p. 58 of the SFIA Master Plan FEIR as a near-term and long-term Master Plan project (and is shown on Figure 4, p. 42, Figure 8, p. 59, and Figure 9, p. 60). This project has changed as the result of the decision to locate the new rental car facility on the existing Lot D. The area shown for expansion of Lot D on Figure 4 of the FEIR is the same as a portion of the area proposed for reconfiguration of the existing Lot D parking spaces at this time (the project in the FEIR did not include any spaces behind Runway 10L). Construction of the rental car facility would eliminate approximately 3,100 existing public and employee parking spaces in Lot D, and preclude the expansion of Lot D by an additional 2,100 spaces as proposed in the SFIA Master Plan. Some of the existing spaces would be replaced through the reconfiguration of Lot D spaces; some of the planned spaces would be replaced at other locations at the Airport, including the Central Garage, the proposed

North and South International Parking Garages, Lot DD Garage, and the proposed Plot 7 Garage. However, there would be an overall net loss of approximately 200 public and employee spaces on-Airport (Terminal Area Master Plan Projects EIR Addendum, April 1996).

Non-Master Plan Projects

The following West Field projects are non-Master Plan projects:

- Runway Safety Area for Runway 10L;
- Runway Safety Area for Runway 10R;
- Extension of Taxiway Q [although this project is required as the result of several Master Plan projects, it is not mentioned specifically in the Master Plan];
- Relocation of Detention Pond [although this project is required as the result of the Taxiway R realignment, it is not mentioned specifically in the Master Plan];
- Realignment of North Service Road; and
- Filling of Old Bayshore Canal Segments.

Although none of these projects was analyzed specifically in the SFIA Master Plan FEIR, the potential impacts of the projects could be covered by some of the general impacts identified in the FEIR. This issue will be explored in Chapter III of this report).

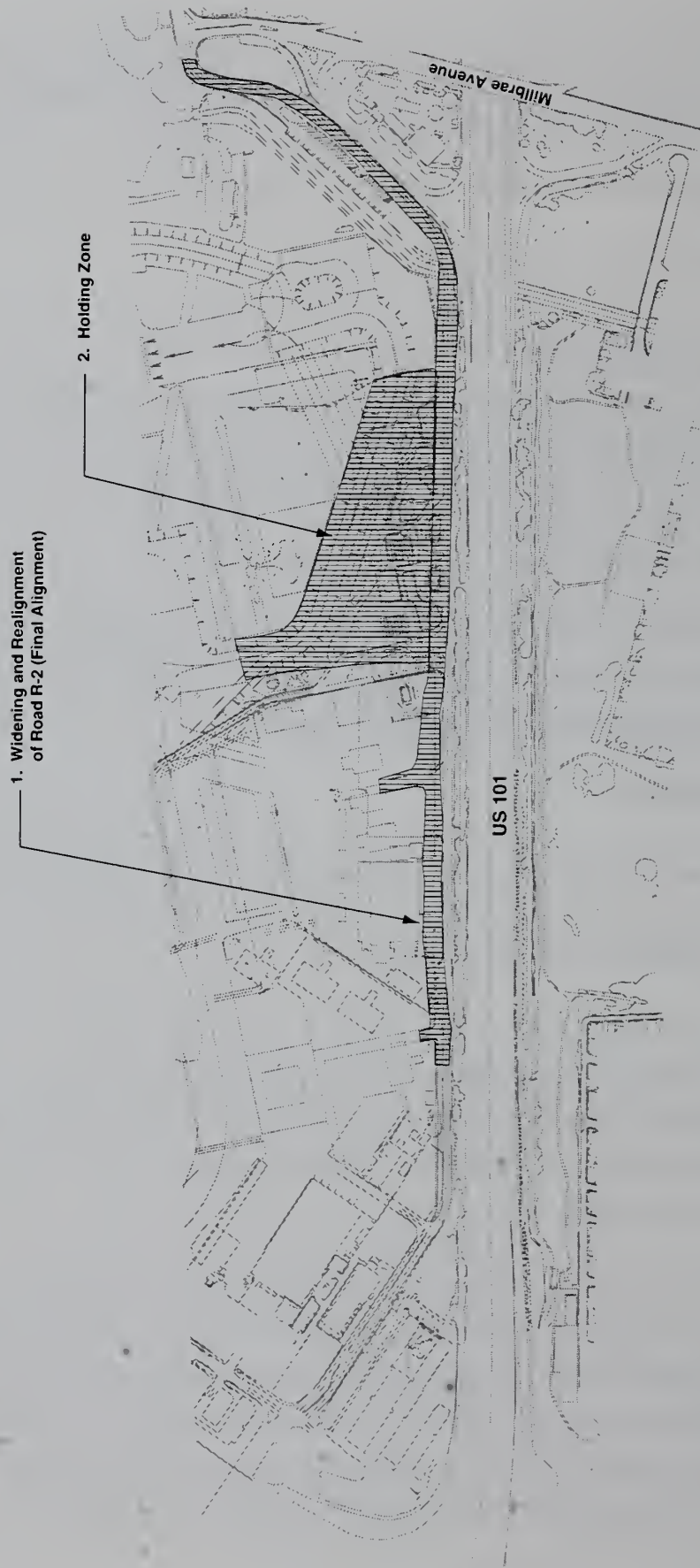
B. SOUTH FIELD PROJECTS

The South Field projects evaluated in this document are described below and shown in Figure 4.

1. WIDENING AND REALIGNMENT OF ROAD R-2

Road R-2 is on SFIA property and is an Airport-owned roadway. The existing Road R-2 extends south from the terminal entrance roadways to Millbrae Avenue (see Figure 13, p. 128 of the FEIR). The roadway is east of and parallels US 101, and links the SFIA terminal complex with the US 101/Millbrae Avenue Interchange. Road R-2 provides the only access to the Airport's South Field cargo and support facilities.

Road R-2 would be widened from two to four lanes, and would be shifted to the east. The purposes of the widening and realignment are to (1) accommodate the forecast increase in traffic flow over the Master Plan period, and (2) provide for adequate distance between the roadway and US 101, as modified by the "ramps" project (an SFIA Master Plan project to modify US 101 ramps and interchanges for motorist safety). The widening and realignment would occur along almost the entire length of R-2 (from the existing Hilton Hotel and south to the US 101/



SOURCE: Environmental Science Associates, 1996
Base Map: SFIA Facilities Operations & Maintenance, 1996

SFIA West Field and South Field Projects / 9001540 ■

Figure 4
South Field Project Components

II. Project Description

Millbrae Avenue Interchange). (The connections with roadways in the vicinity of the terminal would depend on the design for those roadways and two access ramps to US 101, as addressed in the US 101 Interchange Modifications and Roadway Improvements EIR Addendum, January 1996.)

Existing uses adjacent to the existing Road R-2 (from north to south) include the interim rental car facility on Plot 3, a TWA cargo facility, the interim ground transportation unit (where Airport police perform safety checks on common carrier shuttles and vans), the South Field security checkpoint, wetlands in areas previously excavated to remove underground fuel tanks, other wetlands, FAA equipment housing, a fence, a runway localizer, a blast fence (a barrier that is used to divert or dissipate jet blast), and the concrete-lined Millbrae Canal. The interim rental car facility will vacate this site when the new rental car facility opens in the (existing) Lot D in May 1998. The TWA cargo facilities would likely move to the West Field cargo area. The South Field security checkpoint and FAA equipment housing would not be displaced by the R-2 project. The interim ground transportation unit would be relocated off-Airport. The blast fence and runway localizer might need to be shifted eastward to make way for the widening and realignment of Road R-2. The wetlands in the excavated depressions would be filled, and a bridge extension would be built over the Millbrae canal.

Underground utilities would be installed simultaneous with the R-2 project. Some underground utilities would be located under the roadway, and others would be located adjacent to it. These utilities would be installed on both sides of the road.

The final alignment for Road R-2 would go over filled wetland areas.² The final alignment would be adjacent to the existing roadway, and the existing pavement would be used as part of the new roadway. SFIA may need to place an overlay on the existing pavement and construct a paved shoulder.

² Road R-2 is required for construction equipment/vehicle access in support of other previously approved Airport projects. Accommodating this construction traffic requires that the road be widened to four lanes (with striped median) immediately. Because the Section 404 permit needed to allow the permanent widening easterly into the South Field wetland areas will likely not be available by this time, SFIA has agreed with Caltrans on an interim widening of R-2 westerly into an existing Caltrans right-of-way. An environmental analysis of the interim Road R-2 project was approved by the San Francisco Planning Department, Office of Environmental Review in March 1996. The interim widening is temporary only, however, because this right-of-way will be needed for the US 101 improvements in early 1998.

As the US 101 interchange modifications and roadway improvements (analyzed in the Highway 101 Interchange Modification and Roadway Improvements Addendum to the Master Plan EIR, January 1996) are completed, it will be necessary to realign Road R-2 permanently (as described and addressed in this document) to avoid encroaching into the Caltrans right-of-way from the US 101 ramps project.

2. TAXIWAY HOLDING ZONE

SFIA is proposing to construct an aircraft holding zone adjacent to Taxiway B which provides access to Runways 1L and 1R. Runways 1L and 1R are SFIA's primary departure runways. The purpose of this project is to improve aircraft departure flows by providing a holding area for aircraft that are in line for takeoff, but subsequently need to delay their takeoff. Under typical Airport operations, there is frequently a queue of aircraft waiting in sequence to take off from Runway 1R. If an aircraft already in line needs to delay its takeoff (because, for example, there is a delay in clearance to the destination airport or a higher priority flight needs to depart first), there is no room along Taxiway B for that aircraft to move out of the line and let other aircraft pass. This project would construct such a temporary aircraft holding area. An airfield surface roadway would also be constructed between the aircraft holding zone and the widened and realigned Road R-2.

CONSTRUCTION DETAILS

The South Field projects would be constructed according to the following schedule:

- Widening and Realignment of R-2: final alignment, beginning July 1997, and continuing through June 1998
- Taxiway Holding Zone: Year 2000 or later

For the R-2 project, SFIA would construct the new roadway pavement first, shift traffic onto the new pavement, and then construct the overlay on the existing roadway pavement.

Construction staging would occur near Millbrae Avenue. As indicated previously, construction activities would generally include excavation, filling, grading, paving, pavement removal, and installation of underground utilities. Construction equipment would include: graders, paving machines, rollers, backhoes, haul trucks, crane-hoist, and concrete boom pumps (among others).

SFIA would, wherever possible, attempt to use local materials from other SFIA projects for fill. Stockpiles of excavated materials would be established in non-wetland areas on-site, and standard measures (such as covering with tarps) would be used to keep soil from blowing away. Clean soil would be used as fill for the wetlands.

II. Project Description

At this point, SFIA has not determined whether nighttime construction will be necessary for these projects. Most likely, construction would be during the daytime. However, should nighttime construction be required, it would not be expected to adversely affect surrounding land uses because of its distance from any sensitive receptors (i.e., residences).

RELATIONSHIP OF SOUTH FIELD PROJECTS TO SFIA MASTER PLAN AND FEIR

The widening of Road R-2 is noted on p. 61 of the SFIA Master Plan FEIR as a long-term Master Plan project (and is shown on Figure 6, p. 44 of the FEIR). The holding zone adjacent to Taxiway B and related projects are not part of the SFIA Master Plan. Although the taxiway holding zone and related projects were not analyzed specifically in the SFIA Master Plan FEIR, the potential impacts could be covered by some of the general impacts identified in the FEIR. This issue will be explored in Chapter III of this report.



III. ENVIRONMENTAL IMPACTS

A. COMPATIBILITY WITH EXISTING ZONING AND PLANS

Existing zoning and plans for communities near SFIA are described on pages 84 to 118 of the FEIR; compatibility of the SFIA Master Plan with existing zoning and plans was analyzed in the FEIR, pp. 253 to 259. SFIA is located in unincorporated San Mateo County, so changes to the San Francisco City Planning Code and Zoning Map are not applicable. While SFIA (as a publicly-owned utility) is not subject to land use regulations of San Mateo County, the FEIR analyzed the potential for conflicts with plans and policies of the surrounding jurisdictions.

Many of the relevant policies of the surrounding jurisdictions are related to aircraft noise compatibility; the new and revised projects analyzed in this document would not result in changes to the aircraft noise levels presented in the FEIR. Some of the policies are related to aircraft safety; the airfield projects analyzed herein are intended to meet FAA safety and design requirements, so they would be consistent with safety-related policies. The new and revised projects would not alter aircraft approach zones or flight patterns, and thus would not affect Airport Land Use Commission building height restrictions (which are based primarily on Federal Aviation Regulations Part 77, as described on p. 104 of the FEIR). The regional plans analyzed in the FEIR relate to regional air transportation demand; the projects analyzed in this document would not result in changes to the SFIA Master Plan forecasts evaluated in the FEIR. None of the new projects are along the shoreline (i.e., within Bay Conservation and Development Commission jurisdiction). For these reasons, the proposed West Field and South Field projects would not change the analysis presented in the FEIR.

B. CULTURAL RESOURCES

Existing cultural resources at SFIA are described on pp. 183 to 191 of the FEIR; cultural resource impacts of the SFIA Master Plan were analyzed in the FEIR, pp. 371 to 373. The FEIR found that, although impacts to prehistoric and historic resources would be unlikely, the SFIA Master Plan would have the potential to affect unknown archaeological deposits. Most of the new and revised projects would involve surface or near-surface construction, and thus would not extend beneath the artificial fill that covers the site. The new underground detention basin might extend beneath the artificial fill, and as a result, might have the potential to affect unknown

deposits. The mitigation measures identified in the FEIR (p. 428) and adopted by SFIA would apply, if necessary, to all of the West Field and South Field projects. Therefore, any additional impacts to cultural resources would be mitigated by measures adopted as part of SFIA Master Plan approval.

C. LAND USE

Land use at SFIA, although located in unincorporated San Mateo County, is governed principally by the City and County of San Francisco. Land uses at the Airport are categorized broadly into the two categories of airside and landside. The landside category is further divided into twelve functional classes. The SFIA West Field and South Field projects related to runway or taxiway improvements would be considered an airside land use. Proposed projects related to roadway improvements and parking would be considered "Airport Support" landside use.

"Airside" land uses include all the runways and taxiways associated with Airport activities. "Airport Support" land uses can generally be described as those uses serving the public interest as well as private interests, and include crash/fire/rescue (CFR) stations, facilities relating to utility supplies and distribution, storm and sewer drainage facilities, airport administration, airport engineering, maintenance and storage facilities, public parking and bank and hotel services. As of the date of the FEIR, approximately 1,700 acres (33 percent of total SFIA land) and 87 acres (1.7 percent of total SFIA land) were devoted to airside and airport support land uses, respectively. Some of the land uses designated in the 1992 SFIA Master Plan would change with the West Field and South Field projects. For example, the airport support land use would change as the result of the Lot D reconfiguration (and rental car facility project and related Lot D replacement project, which underwent separate environmental review). Many of the projects are airfield projects and would not change the airside land use substantially, nor would the projects, in themselves or cumulatively, result in significant environmental impacts.

Land use impacts of the SFIA Master Plan were analyzed in the FEIR, pp. 250 to 264. The new and revised projects analyzed in this document would be located entirely within the Airport and therefore would not disrupt or divide the physical arrangement of an established community or have a substantial impact upon the existing character of the vicinity.

D. VISUAL QUALITY

Visual quality impacts of the SFIA Master Plan were not analyzed in the FEIR because the Master Plan was determined not to have any significant visual quality impacts (see FEIR Volume III, Appendices, Appendix A, Initial Study, 1992). The West Field and South Field projects consist exclusively of surface paving, excavation, and underground construction, and would build few if any above-ground structures. Thus, changes in the visual character of the project site would be minimal (some undeveloped land would now be paved). In addition, the West Field projects generally would not be visible from public viewpoints because of the location of the West Field area on the Airport. The widening and realignment of Road R-2 in the South Field area would be visible from public viewpoints, but would not be expected to create a significant visual effect because it would not block important scenic views, remove objects of aesthetic importance, or introduce an offensive element to a public view. There could be some increased light and glare from increased traffic along Road R-2; however, given the road's proximity to US 101, this impact would be hardly noticeable to adjacent land uses.

In addition, there would be some light and glare impacts from nighttime construction activities that would require floodlighting. Primarily at night, floodlamps would be concentrated in the West Field where the runway safety zones for 10L and 10R and the extension of Taxiway Q would be constructed. Existing residential uses would be at least 3,000 feet away from construction activities in the West Field area. Therefore, additional impacts associated with the nighttime floodlighting are anticipated to be minimal.

E. POPULATION

SFIA employment and residence patterns are presented on pp. 228 to 231 of the FEIR; employment- and housing-related impacts of the SFIA Master Plan were analyzed in the FEIR, pp. 394 to 399. Changes to the Parking Lot D project from what was analyzed in the FEIR, and the inclusion of the six West Field projects and the South Field holding area project not analyzed in the Master Plan, would result in the need for an approximately 325 additional construction employees over the entire construction period of the West Field and South Field projects (1996 to 1998).³

³ Construction employment estimates for the West Field and South Field projects use the methodology presented on p. 399 of the FEIR.

The FEIR estimated an average of 1,400 full-time construction jobs a year during construction of SFIA Master Plan projects in the near-term (the years 1991 to 1996), with a peak of 2,400 construction workers employed in 1993. Additional construction employment required for the West Field and South Field projects would fall within the estimates analyzed in the FEIR (with the modification that the near-term impacts analyzed in the FEIR would apply to the 1996 to 2000 time frame). Actual construction employment at the Airport is similar to what was projected; there are currently 1,300 full-time construction employees, with an expected peak of 2,600 employees (Lam, 1996). The new and revised projects analyzed in this document would all be constructed on-Airport, and thus would not displace population or employment. The projects would not result in any additional employment-generating uses, and thus would not have any additional long-term effects on population, employment, or the demand for additional housing.

F. TRANSPORTATION AND CIRCULATION

The transportation setting is presented on pp. 125 to 152 of the FEIR; transportation impacts of the SFIA Master Plan were analyzed in the FEIR, pp. 265 to 330. Increases in traffic, changes in circulation patterns, demand for transit, and demand for parking were analyzed.

Most of the West Field and South Field projects are airfield projects, and would not affect or add trips to the transportation network in the vicinity of SFIA. Landside projects that could affect circulation patterns at the Airport include reconfiguration of Lot D and the widening and realignment of Road R-2. The reconfiguration of Parking Lot D as proposed is modified from the project analyzed in the FEIR; the Road R-2 project has not changed substantially from what was analyzed in the FEIR. The realignment of the North Service Road (see Figure 2) was not analyzed in the FEIR, but that road serves SFIA vehicles on the airfield only, and so changes to it would not affect off-Airport traffic.

Since approval of the FEIR, a number of traffic studies have been prepared during subsequent project-level environmental review to compare projected traffic impacts associated with the various SFIA Master Plan projects as currently proposed with the impacts of the original design concepts presented in the SFIA Master Plan, and analyzed in the FEIR. In particular, subsequent traffic studies prepared by DKS Associates in September 1995 and Leigh Fisher Associates in April 1996 for the US 101 Interchange Modifications and Roadway Improvements Addendum (January 1996) and the Terminal Area Master Plan Addendum (April 1996), respectively,

incorporate the assumption that the rental car facility will be shifted to Lot D and that Lot D will be relocated to the east behind Runways 10L and 10R.⁴

Results of these subsequent traffic analyses indicate that changes to SFIA Master Plan projects since approval of the FEIR would not significantly affect traffic volumes. In fact, the currently proposed projects would provide equivalent or greater capacity than the concept presented in the SFIA Master Plan. Furthermore, forecast traffic volumes associated with the currently proposed projects (including the West Field and South Field projects) are consistent with the volumes presented in the SFIA Master Plan and analyzed in the Final EIR. Because the volumes are consistent with those originally forecast in the SFIA Master Plan, and the project designs provide the same or greater roadway capacity than the Master Plan, traffic impacts associated with the West Field and South Field projects would be less than or equivalent to those presented in the SFIA Master Plan and FEIR. In addition, except for temporary construction traffic, the West and South Field projects would cause no new traffic circulation changes beyond these addressed in the FEIR.

G. NOISE

The noise setting is presented on pp. 153 to 170 of the FEIR; noise impacts of the SFIA Master Plan were analyzed in the FEIR, pp. 331 to 352. The West Field and South Field projects do not involve the construction of structures that would need to meet Title 24 noise standards, and as a result, would not have the potential to violate those standards. The projects are not in themselves sensitive receptors, and as such, would not be substantially impacted by existing noise levels.

Construction noise is described in the Final EIR on pages 331 to 332. Typical noise levels for construction activities and the distances of various noise contours from the construction site are presented. Potential impacts to the Airport Hilton Hotel, the Lomita Park Elementary School, the Lomita Park residential neighborhood, and other Millbrae neighborhoods are analyzed. The closest distances at which potential construction noise levels for the entire SFIA Master Plan are calculated are 200, 1,600, and 800 feet (for the hotel, the school, and the Lomita Park residential neighborhood, respectively). Noise levels with and without pile driving are calculated. The FEIR concludes that noise levels at the Hilton Hotel would be disruptive to hotel guests, and that noise levels at the Lomita Park Elementary School, Lomita Park residential area, and residential land uses closer to the Airport than Lomita Park would be "normally unacceptable" to "clearly

⁴ The studies prepared by DKS Associates and Leigh Fisher Associates are hereby incorporated by reference and are on file with the San Francisco Planning Department.

unacceptable" (with respect to State noise guidelines). The FEIR (p. 435) concludes that "The project would have a temporary, although significant, effect on sensitive receptors during project construction" and that this impact would be unavoidably significant.

While the types of construction activities used for the West Field and South Field projects (e.g., excavation, grading, paving) would be similar to what was analyzed in the FEIR, the total amount of construction would increase due to the additional non-Master Plan projects proposed. Construction at these sites could cause more construction activity to occur simultaneously on different parts of the Airport. Construction for most of the West Field and South Field projects is expected to occur between Winter 1996 and Summer 1998, with actual construction periods lasting anywhere from three to eleven months. These construction periods coincide or overlap with the construction periods for many of the SFIA Master Plan near-term projects, and could cause potential cumulative adverse construction noise impacts to sensitive receptors. (The Hilton Hotel is scheduled to remain open until its lease expires in 1998; some West Field and South Field projects might occur after the hotel has closed.) Also, the FEIR (p. 331) notes that construction activities would be likely to occur only during daytime hours. The proposed West Field and South Field projects may require some evening and nighttime construction; as noted in the Project Description section of this Negative Declaration, some nighttime construction for the West Field projects could be required because of restrictions on use of the runways.

Most of the West Field and South Field projects would include paving as their main construction activity. At-grade paving during the daytime would not likely result in additional adverse impacts because of the distances between sensitive receptors and the projects (at least 650 feet, and typically more than 1,000 feet), and because the noise level would not be substantially higher than estimated in the FEIR. During the nighttime, paving activities (which cause noise levels of 82-93 dBA at a distance of 50 feet) could create noise that is noticeably above the ambient noise levels along US 101. This impact would be temporary. Between the SFIA interchange and the Millbrae interchange, at-grade paving would occur on the east side of US 101 due to the realignment of Road R-2. Noise impacts on Millbrae neighborhoods resulting from Road R-2 construction activities, including paving, were analyzed in the FEIR. As described in the FEIR, if nighttime construction is required for the Road R-2 project, paving activities could create noise that would be noticeably above the ambient noise levels along US 101. This impact would be temporary. Overriding considerations were adopted during the Master Plan EIR process to address noise impacts.

Pile driving would be required only for the construction of the new North Detention Basin in the West Field area. The potential impacts of pile driving are described in the Final EIR on pages 331 to 332. The Final EIR identifies impacts from pile driving at noise-sensitive uses in Millbrae and the Hilton Hotel as an unavoidably significant impact. The Final EIR notes that pile-driving activities could disturb hotel guests at the Airport Hilton located near the Road R-2 construction site. Impacts from pile-driving were analyzed at distances ranging from 200 feet to 2,200 feet from sensitive receptors. Pile-driving associated with the relocation of the Detention Pond in the West Field area would occur at least 5,000 feet further from the hotel than would pile-driving at locations identified in the FEIR (i.e., demolition and reconstruction of the Pan Am Maintenance Hangar and Administrative Office and the construction of the service station and Automated People Mover Superbay Facility⁵). Pile-driving in the West Field area also would be approximately 2,500 feet away from the San Bruno residential areas west of US 101. Thus, the impact to identified sensitive receptors from pile-driving associated with the detention basin project would be less than what was analyzed in the FEIR. The additional pile driving that would be required could lengthen the amount of time that hotel guests, employees and residents in the project vicinity would be exposed to noise impacts from pile driving, but would be within the same general "envelope" of pile driving activities analyzed in the FEIR, and thus would not cause additional adverse noise impacts.

As part of its approval of the SFIA Master Plan, the Airport adopted several mitigation measures related to construction noise impacts, including (1) implementing noise reduction measures for construction equipment (e.g., muffle and shield intakes and shrouds); (2) predrilling holes for piles to the maximum feasible depth to minimize noise and vibration from pile driving; (3) consulting with neighboring jurisdictions to determine the time when pile driving would cause the least disturbance, and requiring the construction contractor to limit pile driving activity accordingly; and (4) requiring the general contractor to consider construction of barriers around the site (if such barriers would reduce noise levels by 5 dBA or more) and to locate stationary equipment in pit areas or excavated areas to serve as noise barriers. For example, SFIA has conferred with local communities to determine the least disturbing hours of operation, and as a result, current hours of pile driving for the new International Terminal are 7:00 a.m. to 10:00 p.m., seven days a week. These measures would be implemented, as applicable, for the West Field and South Field projects.

⁵ The Automated People Mover (APM) is now referred to as the Airport Rail Transit System (ARTS).

To specifically attempt to mitigate potential construction-related noise impacts for these projects, SFIA would require the construction contractor to limit construction activities (and pile driving in particular) to daytime hours whenever feasible. SFIA would also continue its current Community Relations Program for construction, which involves issuing press releases for public notification of nighttime pile driving schedules, a construction telephone hotline, presentations to the community, and the opportunity for discussion of complaints at the Airport Community Roundtable.

Development of the proposed project would involve the same types of construction activities envisioned in the Final EIR, the impacts of which were found to be significant and unavoidable, even with the implementation of the mitigation measures described above. Construction noise related to the proposed West Field and South Field projects can be expected to be part of the significant, though temporary, impacts to surrounding sensitive receptors as described and analyzed in the Final EIR. However, these projects would not generate new or substantially different impacts beyond those previously analyzed in the FEIR.

The FEIR analyzed the potential long-term impacts related to surface traffic noise (page 333). Subsequent traffic analyses prepared to analyze the changes to SFIA Master Plan projects since approval of the FEIR indicate that traffic volumes would not be significantly affected. In fact, the currently proposed projects would provide equivalent or greater capacity than the concept presented in the SFIA Master Plan. Thus, surface traffic noise would be the same or less than that presented in the FEIR.

H. AIR QUALITY/CLIMATE

The air quality setting is discussed on pp. 171 to 177 of the FEIR; air quality impacts of the SFIA Master Plan were analyzed in the FEIR, pp. 353 to 365. The FEIR found that project-related surface traffic would contribute to existing violations of roadside CO concentrations and would probably lead to an increase in the frequency of standards violations in the project area. The FEIR also found that the project would contribute more than one percent of transportation-related emissions resulting from development in the County, and would create emissions that would exceed BAAQMD thresholds. The new West Field and South Field projects could add to the short-term emissions related to construction, but these emissions would be temporary and within the envelope of construction-related impacts analyzed in the FEIR (p. 353). The change to the Lot D project and inclusion of non-Master Plan projects would not result in additional

vehicle trips or associated increases in operational pollutant emissions. Therefore, the West Field and South Field projects would not result in additional air quality impacts.

I. UTILITIES/PUBLIC SERVICES

The public utilities and services setting is discussed on pp. 232 to 241 of the FEIR; impacts of the SFIA Master Plan were analyzed in the FEIR, on pp. 400 to 406. Changes to the expansion of Lot D from what was analyzed in the FEIR and the inclusion of the six West Field projects not analyzed in the Master Plan would not adversely affect existing or proposed utilities or infrastructure capacity. However, the increase in impervious surface area from construction of the West Field and South Field projects would cause an increase in surface runoff. Of particular concern is increased runoff in the West Field area, which experiences an existing flooding problem. However, construction of the proposed underground detention basin, which would double the capacity of the existing detention pond to six million gallons, would alleviate this potential problem. Surface runoff from all new West Field projects would be directed to the new detention basin which would collect runoff for treatment at the industrial wastewater treatment plant in the North Field area. This plant operates at between 50 percent and 75 percent of capacity. The proposed West Field and South Field projects would not require additional capacity of the existing industrial waste sewer system. See also discussion under Section III.L., Water, below.

The projects would not result in an increase in demand for domestic water or sewer service, electricity and natural gas usage, or in solid waste generation, because the West Field and South Field projects would not affect passenger forecasts analyzed in the FEIR. In addition, the proposed projects would not result in an increase in estimated population or long-term employment, and as such, would not result in increased demand for schools, recreation, or other public facilities.

J. BIOLOGICAL RESOURCES

Biological impacts of the SFIA Master Plan were not analyzed in the FEIR because the Master Plan was determined not to have any significant impacts to plants or wildlife or their habitat (see FEIR Volume III, Appendices, Appendix A, Initial Study, 1992). Based on new information about biotic conditions in the West and South Field areas, the primary issues are the potential for proposed projects to (1) result in direct impacts to wetlands and other waters of the United States

and (2) affect a listed threatened species (California red-legged frog, *Rana aurora draytonii*). These issues are discussed below.

PLANT LIFE

ESA prepared a *Preliminary Jurisdictional Determination of Waters of the United States in the West Field Area, San Francisco International Airport* in December 1995; the preliminary delineation was subsequently verified by the U.S. Army Corps of Engineers (Corps). CH2M Hill prepared the *Jurisdictional Waters and Wetlands Report, San Francisco International Airport - South Field Area* in January 1996; this preliminary delineation, with slight modification, was also verified by the Corps (Blodgett, 1996). These reports are on file with the San Francisco Planning Department, Office of Environmental Review. A total of 10.73 acres of wetlands and 10.69 acres of other waters of the United States were identified at a total of 19 locations at the West Field and South Field areas (see Table 1).

Wetlands and other waters of the United States would be affected by development of all proposed West and South Field improvements. Impacts include fill, degradation of water quality, and sedimentation due to grading and other construction activities.

During the delineations, wetlands at the South Field area were assigned a name or letter designation (e.g., Area J) to simplify identification. In the text that follows, these labels are utilized so that the reader may correlate this summary material with the delineations on file at SFIA. The status of the wetlands and site conditions are summarized in the text that follows:

West Field

The wetlands located in the West Field area fall into four categories: Lowland Area, North Oxidation Pond, Seasonal Pond, and Drainage Ditches. Please refer to Figure 5 for the specific locations of these areas.

- *Lowland Area.* The Lowland Area contains low elevation sumps that apparently have not been completely filled, although the substrate appears modified. The area is not connected to a natural hydrologic system and the canal that borders the area does not seem to contribute flow. Hydrology appears to come from surface runoff and direct precipitation that drains before evaporation can occur. The Lowland Area supports wetlands dominated by fresh and brackish water marsh species.

TABLE 1: JURISDICTIONAL WETLANDS AND OTHER WATERS OF THE UNITED STATES AT WEST FIELD AND SOUTH FIELD AREAS, SFIA

Jurisdictional Area	Wetlands		Other Waters of the U.S.		Totals	
	Square Feet	Acres ¹	Square Feet	Acres ¹	Square Feet	Acres ²
<i>West Field</i>						
Lowland Area	230,868	5.30	-	-	230,868	5.30
North Oxidation Pond	58,806	1.35	331,056	7.60	389,862	8.95
Seasonal Pond	6,534	0.15			6,534	0.15
Drainage Ditches	30,492	0.70	-	-	30,492	0.70
Subtotal:	326,700	7.50	331,056	7.60	657,756	15.10
<i>South Field</i>						
Area A - seasonal wetland	13,100	0.30	-	-	13,100	0.30
Area B - seasonal wetland	800	0.02	-	-	800	0.02
Area C - perennial channel	19,700	0.45	43,500	1.00	63,200	1.45
Area D - seasonal wetland	30	0.00 ³	-	-	30	
Area E - perennial channel	200	0.00 ⁴	2,100	0.05	2,300	0.05
Area F - perennial channel	100	0.00 ⁵	900	0.02	1,000	0.02
Area G - excavated depression	12,100	0.28	-	-	12,100	0.28
Area H - excavated depression	12,600	0.29	-	-	12,600	0.29
Area I - excavated depression	13,400	0.31	-	-	13,400	0.31
Area J - excavated depression	8,600	0.20	-	-	8,600	0.20
Area K - excavated depression	9,600	0.22	-	-	9,600	0.22
Area L - sediment basin - evaporation pond	18,900	0.43	88,000	2.02	106,900	2.45
Area M - excavated depression	22,000	0.51	-	-	22,000	0.51
Area N - excavated depression	5,100	0.12	-	-	5,100	0.12
Area P - excavated depression	4,300	0.10	-	-	4,300	0.10
Subtotal:	140,530	3.23	134,500	3.09	275,030	6.32
TOTAL:	467,230	10.73	465,556	10.69	932,786	21.41⁶

Notes:

- 1 Acreage shown is rounded to the nearest hundredth.
- 2 Total acreage is calculated from the total amount of square feet.
- 3 The calculated acreage is 0.000699.
- 4 The calculated acreage is 0.0045913.
- 5 The calculated acreage is 0.0022957.
- 6 The calculated acreage based on square feet is 21.41. The calculated acreage with rounding error (based on the acreages shown) is 21.42.

SOURCE: CH2M Hill, 1996; Environmental Science Associates, 1995 and 1996.



0 400
Feet



Wetlands



Other Waters of the U.S.



West Field Project Components

SOURCE: Photo base: Towill, Inc., July 18, 1991;
Environmental Science Associates, 1996

SFIA West Field and South Field Projects / 9001540 ■

Figure 5

Areas Under Jurisdiction of
U.S. Army Corps of Engineers in West Field

- *North Oxidation Pond.* The North Oxidation Pond receives direct precipitation and a small amount of overland flow that is neither pumped nor drained. The sediments in the pond are contaminated with chromium compounds. Pond water depth varies and generally dries by late fall. Vegetation is sparse. Dominant species include velvet grass (*Holcus lanatus*) and perennial ryegrass (*Lolium perenne*). Patches of cattails (*Typha* sp.) and tule (*Scirpus acutus*) are present in limited locations within the pond. A small community of San Francisco owl's clover (*Triphysaria floribunda*) was observed around a small (0.15 acre) wetland south of the North Oxidation Pond. This plant species is designated as a federal species of concern and appears on CNPS List 1B. The plant is generally associated with serpentine soils. Seeds from San Francisco owl's clover were presumably introduced to the area with the fill material.
- *Seasonal Pond.* The Seasonal Pond receives direct precipitation that is neither pumped nor drained. Pond water depth varies and generally dries by late fall. Vegetation is sparse. Dominant species include velvet grass (*Holcus lanatus*) and perennial ryegrass (*Lolium perenne*).
- *Drainage Ditches.* Three drainage ditches occur on the West Field. These ditches are inundated year-round and support nutsedge (*Cyperus eragrostis*), alkali bulrush (*Scirpus robustus*), cattails (*Typha* sp.), willow weed (*Polygonum lapathifolium*), and brass buttons (*Cotula coronopifolia*). Arroyo willow (*Salix lasiolepis*) is also present in the northern drainage ditch. These ditches are part of an artificial drainage canal system (the Old Bayshore Canal mentioned in Chapter II, Project Description) and are not associated with a stream or natural drainage. The ditches are excavated in fill placed on top of bay mud, and thought to be part of the original drainage system when this portion of the Bay was filled. Groundwater levels vary from 8 to 12 feet below ground surface (Rust/AGS, 1995). Depending on the channel depth, the bottom of the ditches may be above the water table.

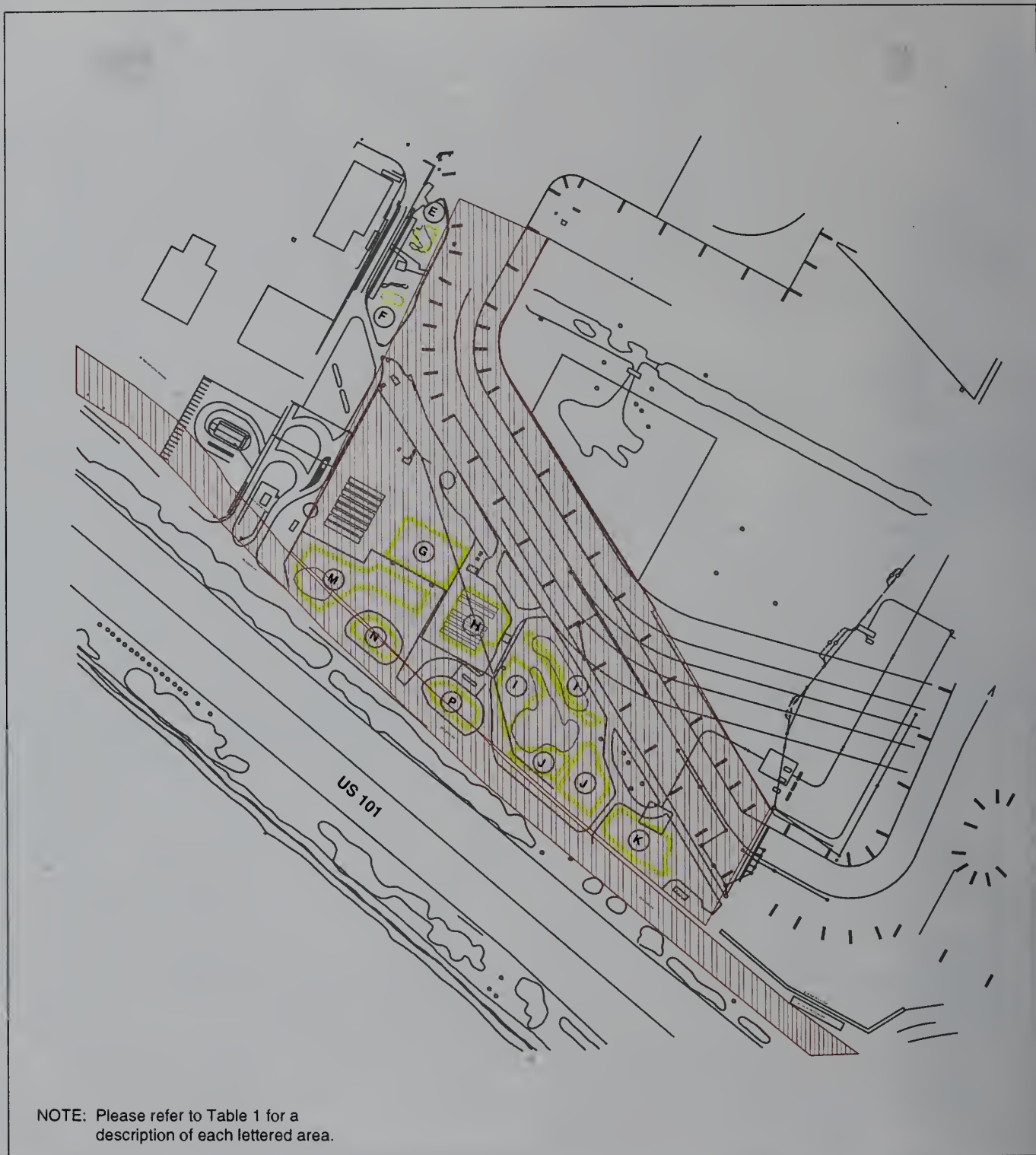
South Field

Wetlands have formed in depressions in the northwest portion of the South Field area. The wetlands located in the South Field area fall into three categories: seasonal wetlands, stormwater channels and associated wetlands, and wetlands in excavated depressions. There is also one sediment basin/evaporation pond. Please refer to Figure 6 for the location of these wetlands.

- *Seasonal Wetlands.* Wetlands in this category include Area A and Area B. Area A occurs in a topographic depression in unpaved fill soils near the end of Runway 1R. Area A is mowed regularly and supports a mix of Mediterranean barley (*Hordeum hystrix*), cutleaf plantain (*Plantago coronopus*), and curly dock (*Rumex crispus*).

Area B occurs in a topographic depression north of the Area C drainage channel. Dominant vegetation includes velvet grass (*Holcus lanatus*) with scattered willow weeds (*Polygonum lapathifolium*) and curly dock (*Rumex crispus*).

- *Stormwater Channels and Associated Wetlands.* Wetlands in this category include Area C through Area F. The stormwater channels and associated wetlands are steep-sided channels conveying stormwater, and possibly pumped groundwater, through the South Airport area. Areas E and F receive water from stormdrains, connecting through culverts to the main



Wetlands

South Field Project Components

SOURCE: Environmental Science Associates, 1996

SFIA West Field and South Field Projects / 9001540 ■

Figure 6
Areas Under Jurisdiction of
U.S. Army Corps of Engineers in South Field

III. Environmental Impacts

channel, Area C. All the channels are deep enough to have been excavated through the 1920's fill soils into the former marsh. Areas D, E and F support very little wetland (330 square feet combined).

Area C is a 40-foot wide open channel with an average 8-foot wide fringe of alkali bulrush (*Scirpus robustus*) and cattails (*Typha latifolia*) on either side. The water flows to the south under Runway 1R to the portion of channel C near the old sedimentation pond and is pumped to San Francisco Bay. No direct hydrological connection exists to the Bay.

- *Wetlands in Excavated Depressions.* Areas G through P (except Area L) are located in areas that were previously excavated to hold fuel storage tanks. These areas are typically steep-sided rectangular or oval areas excavated from three to five feet below surrounding grade. Most of these areas also have a bench on one side of the tank area that extends one to two feet higher than the tank area. The jet fuel tanks have been removed from these areas over the past five years. Soils in the remaining pits are a mix of relict marsh soils and fills. The benches and portions of the pit bottoms are composed of compacted gravel and silt. Each pit supports a combination of fresh to brackish water marsh species.
- *Sediment Basin/Evaporation Pond.* Area L is a dirt-bottomed sediment basin/evaporation pond constructed in the 1980's to collect surface runoff from the lower half of the airport (Leong, 1995). This area is mostly unvegetated and supports only a fringe of cattails and bulrush along the perimeter.

Conclusions

Of the 21.41 acres of wetlands and other waters displayed in Table 1, all of the areas in the West Field (15.10 acres) would be filled by the construction of project components (see Figure 5, and Figure 7 in Section III.N., Hazards). An additional 2.00 acres of fill would be required in the South Field area, including Areas G to K and M to P (see Figure 6), for a project total of 17.10 acres for all improvements.

Permits or authorizations would be necessary before alteration of wetlands or other waters of the United States could proceed. Applicable permits or authorizations may include (1) a permit from the Corps (under Section 404 of the Clean Water Act and/or Section 10 of the Rivers and Harbors Act), and (2) water quality certification from the San Francisco Bay Regional Water Quality Control Board.

The potential impact to plant life is considered to be less-than-significant with the mitigation proposed as part of this project, because SFIA proposes to create and restore wetlands at a ratio of more than 1:1. Specifically, SFIA proposes to enhance and restore wetlands at two off-site locations along San Francisco Bay.

The first restoration project site is proposed at Crissy Field in the Presidio in San Francisco, where SFIA has agreed to re-create an 18 acre tidal marsh. The restoration project would create

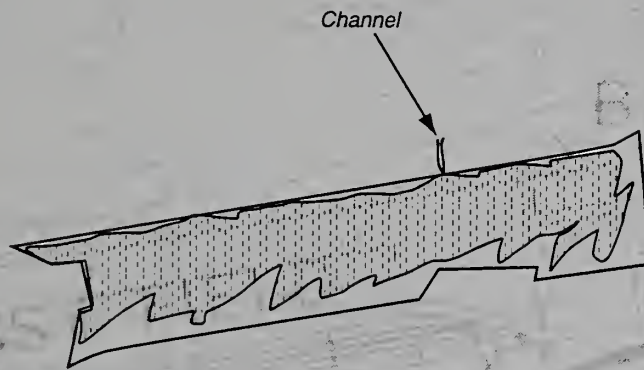
the 18 acre marsh within an approximately 20 acre total habitat enhancement area, which could be expanded to 30 acres or more in the future. The objective of the restoration is to recreate an ecologically viable, self-sustaining tidal wetland requiring a minimum of active human management and enabling high quality educational and interpretive opportunities (Philip Williams & Associates/Wetlands Research Associates, 1996). The marsh would be located in a portion of the same area that, prior to 1915, was a "back dune" tidal marsh, the only one known to exist within San Francisco Bay. That historic marsh, which encompassed more than 130 acres, was filled in 1915 for the Panama Pacific International Exposition. SFIA has entered into a Memorandum of Understanding with the Golden Gate National Parks Association to fund this project, subject to approval of this site as mitigation by the U.S. Army Corps of Engineers.

The Crissy Field restoration project would include extensive grading and removal of fill to create a channel directing tidal waters into the wetland area (see Figure 7). Initially, it is expected that most of the marshplain would be colonized by annual pickleweed and cordgrass, evolving to perennial pickleweed and cordgrass. In its mature state, the marsh would be characterized as primarily a perennial pickleweed marshplain fringed with cordgrass. Cordgrass would be planted, while pickleweed would be allowed to colonize naturally. In addition to the marsh vegetation, the restored area is expected to provide areas of intertidal sand and mudflats that would be used by shorebirds, diving birds, waterfowl, aquatic organisms and fish.

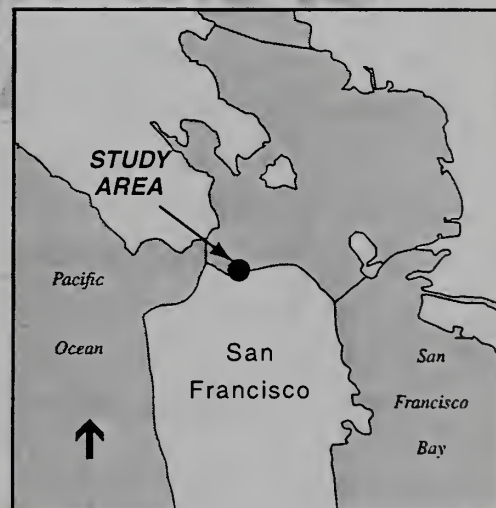
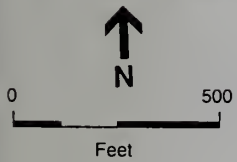
The second restoration site is proposed to be at the Palo Alto Harbor Point mitigation site on the Peninsula (see Figure 8). At this location, 7.2 acres of tidal wetland would be created. To date 4.2 acres of tidal marsh has been restored at the Harbor Point site by the City of Palo Alto. SFIA has entered into an agreement with the City of Palo Alto to complete the second (an additional 7.2 acres) phase of the restoration. Engineering plans and specifications have been prepared for the work, which is scheduled to commence construction by December 1, 1996. SFIA has entered into a Memorandum of Understanding with the City of Palo Alto to fund this project, subject to approval of this site as mitigation by the U.S. Army Corps of Engineers.

The two restoration projects would provide for a total of 25.2 acres of re-created wetlands and waters, providing an overall ratio of 1.47 acres of wetlands/waters created for each acre of wetland/waters filled at the Airport. For each acre of wetlands filled, 1.75 acres of wetlands would be created, while for each acre of waters filled, 1.25 acres of waters would be restored. The wetland replacement ratio would insure that there would be no net loss of wetlands as a result of the proposed project. Implementation of both mitigation sites is subject to the approval of the Corps of Engineers.

San Francisco Bay



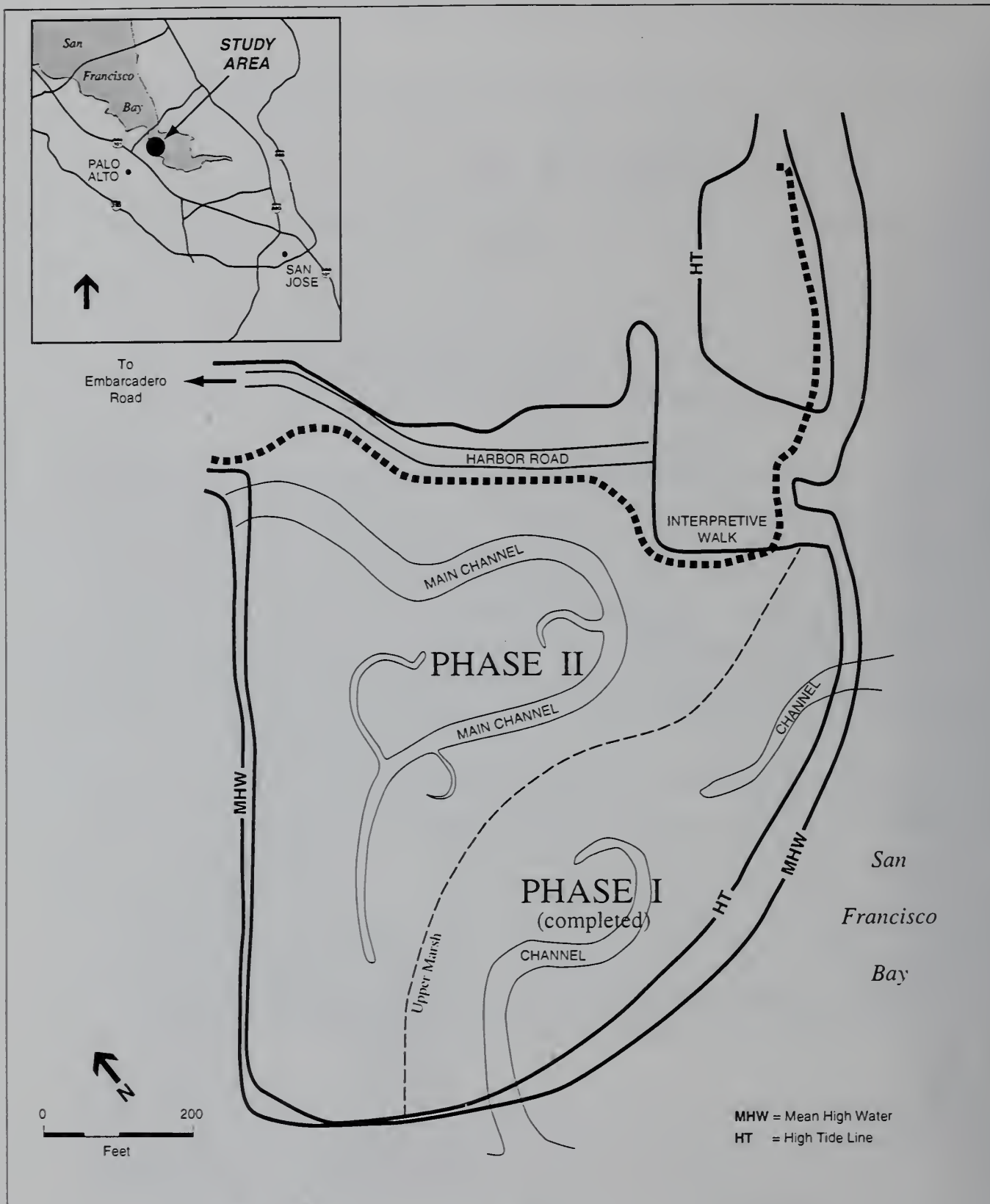
Highway 101



SFIA West Field and South Field Projects / 9001540 ■

Figure 7

Crissy Field Tidal Marsh
Restoration Project



SOURCE: U.S. Army Corps of Engineers. 1996

SFIA West Field and South Field Projects / 9001540 ■

Figure 8
Palo Alto Harbor Point
Restoration Project

For those wetlands at the Airport that would not be affected by the projects, SFIA would implement the following construction mitigation measures:

- Prior to construction activities within or adjacent to preserved wetlands, the limits of the construction zone would be clearly marked and fences (under the supervision of a qualified biological monitor) to protect vegetation outside of the established construction zone. A biological monitor would make regular site inspections to ensure that the fence remains in place and that construction activities are confined to the delineated impact areas.
- Best (construction) management practices would be implemented. These could include, but are not limited to, the following:
 - limit vehicles and equipment within wetlands to those essential for construction;
 - avoid spillage or drip of oil, grease, and other vehicular fluids within the wetland construction area;
 - avoid construction during periods of rain;
 - install erosion control measures, such as silt fences and straw bales, to eliminate migration of sediment-laden runoff into wetlands and waters, and to prevent accidental damage to habitat due to construction activities;
 - specify dust control measures in all relevant project contracts, which may include watering of the construction area (including areas being graded) as necessary; and
 - re-seed graded or excavated areas with grasses and appropriate species native to the area, once construction is complete.

Special Status Plant Species

A study was conducted of potential special status species at SFIA in August 1996 (LSA, 1996).⁶ LSA consulted the California Natural Diversity Data Base to search for records of special status species occurrences in the vicinity of SFIA. The West and South Field areas are within the range of 11 plant species that are listed, or proposed for listing, as federally threatened or endangered. LSA conducted surveys during the course of their field work for the special status wildlife species. None of the 11 plant species were observed during the course of the special status wildlife surveys. The species are not expected to occur in the study areas because the areas have been disturbed by Airport operations, and the areas do not exhibit the necessary habitat characteristics (LSA, 1996).

⁶ The LSA report is on file at the San Francisco Planning Department, Office of Environmental Review.

Animal Life

LSA conducted a study of potential special status species at SFIA (LSA, 1996).⁶ LSA consulted the California Natural Diversity Data Base to search for records of special status species occurrences in the vicinity of SFIA. The West and South Field areas are within the range of 11 wildlife species that are listed, or proposed for listing, as federally threatened or endangered. Considering the habitat present in the two study areas and other factors, LSA conducted surveys for the presence of three of the species: the California red-legged frog (*Rana aurora draytonii*), western snowy plover (*Charadrius alexandrinus nivosus*) and California least tern (*Sterna Antillarum browni*). LSA concluded that the other species were not expected to occur in the study areas, because of the extent of disturbance and lack of suitable habitat. However, LSA did watch for San Francisco garter snake when conducting the surveys for other species.

A survey was conducted to determine whether the California red-legged frog was potentially present in drainage ditches located in the West Field area (ESA, 1995). The red-legged frog (RLF) is a California Species of Concern and was listed as threatened under the Endangered Species Act on May 23, 1996 (Fed. Reg. Vol. 61, No. 101). The closest recorded observation, in 1990, was in the South Lomita Canal, west of US 101 and opposite the entrance to SFIA (CNDDDB, 1996). The drainage ditches in the West Field area flow perennially due to groundwater and could provide potential RLF habitat.

ESA also carried out a preliminary reconnaissance of the West Field area for the presence of other potential special status species' habitat, including:

- salt marsh harvest mouse (*Reithrodontomys raviventris*), State and federally listed as endangered;
- burrowing owl (*Speotyto cunicularia*), a California Species of Concern;
- tricolored blackbird (*Agelaius tricolor*), a California Species of Concern;
- salt marsh yellowthroat (*Geothlypis trichas sinosa*), a California Species of Concern;
- vernal pool fairy shrimp (*Branchinecta lynchi*) federally listed as threatened; and
- California linderiella (*Linderiella occidentalis*), federally listed as endangered.

Federally and State listed endangered species such as the California clapper rail (*Rallus longirostris obsoletus*) and San Francisco garter snake (*Thamnophis sirtalis tetrataenia*) are indigenous to the San Francisco Bay freshwater and salt marsh habitats. LSA and ESA have

concluded that the habitat requirements for these species, and the extent of development surrounding the West Field lowlands, make it unlikely that a population of either species occurs in the study area. San Francisco garter snake are known to occur 350 feet west of the South Field, and 1,350 feet southwest of the West Field, in the "West of Bayshore parcel" across US 101 from the main entrance to the Airport (PG&E 1994). California clapper rail was observed two miles northeast of the study site at San Bruno Point in 1979 (CNDDDB 1994).

The West Field area contains a number of drainage facilities including: three open segments of ditch (the open portions of the Old Bayshore canal), an active retention basin, an unused retention basin (the former North Oxidation Pond) and approximately five acres of undeveloped lowland area northwest of Runway 10L-28R. The natural habitats and drainage systems of the area have been altered by Airport development. Prior to the 1950's, this area of the San Francisco Bay contained tidal salt marsh, classified as Northern Coastal Salt Marsh by the California Department of Fish and Game (CDFG) (Holland 1986). Typical of Northern Coastal Salt Marsh, California cordgrass (*Spartina foliosa*) often occurs nearer to water, perennial pickleweed (*Salicornia virginica*) at mid-littoral elevations, and a richer mixture of species at higher elevations. Levees and the highest marsh zone (now lost to urban land uses) supported arrowgrass (*Triglochin concinna*), sea lavender (*Limonium californicum*), salt marsh plantain (*Plantago maritima*) and gumweed (*Grindelia stricta* var. *augustifolia*) (Cuneo 1987).

Potential Habitat Descriptions

The biological surveys focused on habitats in the study areas with the potential to support special status species. Surveyors evaluated general habitat factors as well as the following species-specific characteristics and features in determining the presence of potential habitat:

Red-legged frog: Primarily a pond frog, this frog will also inhabit slow moving streams or pools in intermittent streams. Preferred ponds are usually permanent, at least three feet deep, and supporting emergent vegetation such as cattails and shoreline cover. (Surveys conducted by ESA and LSA)

Western snowy plover: The western snowy plover is federally listed as a threatened species. In the San Francisco Bay estuary, snowy plovers nest on salt pond levees, islands in salt ponds, and on the bottoms of dried salt ponds. They nest from mid-March to mid-September. They are known to colonize newly available habitat very quickly. (Survey conducted by LSA)

California least tern: The California least tern is federally and state-listed as an endangered species. In the San Francisco Bay estuary, least terns nest on open, flat, artificial terrain with a smooth sandy or hardpan surface such as bay fill sites, abandoned salt ponds and aircraft runways. They forage for small fish in open water adjacent to their nesting colonies. Major nesting colonies in the estuary are in scattered locations. (Survey conducted by LSA)

Salt marsh harvest mouse: The mouse prefers a dense mat of pickleweed cover and a network of open areas. Recent trapping information indicates that plant species other than pickleweed such as fat hen, salt grass, annual grasses, baltic rush, and alkali heath can be used in areas diked off from brackish water inundation during high tides in the last 50 years. Such diked areas must be able to retain water for approximately four months during the wet season to provide suitable habitat. (Survey conducted by ESA, West Field)

Burrowing owl: The owl requires burrows for nesting, which are usually dug by small mammals in loose dirt and are enlarged by the owls. Several satellite burrows may be used for escaping, perching and observation. Elevated areas, such as dirt mounds or fence posts are used as perches for hunting small rodents, birds, lizards and insects (primarily the Jerusalem cricket). (Survey conducted by ESA, West Field)

Tricolored blackbird: During the nesting season, this species requires freshwater marshes with abundant tule (*Scirpus* sp.), or sedges, willows and thistles if tules are unavailable. Because the blackbird is a colonial species, suitable habitat must be present to support a minimum number of 50 bird pairs. (Survey conducted by ESA, West Field)

Salt marsh yellowthroat: This species has been recorded inhabiting both salt and freshwater marshes in the summer and salt marshes during fall and winter. Tall grasses, tule patches and willow thickets are used during the breeding season for nesting where the insectivorous bird gleans grasshoppers, caterpillars, and spiders off the branches and grasses. (Survey conducted by ESA, West Field)

Vernal pool fairy shrimp/ California linderiella: These freshwater crustaceans occur in seasonal wetlands such as vernal pools. (Survey conducted by ESA, West Field)

Methodology and Results

LSA Surveys

Red-legged frog - Surveys for California red-legged frog were conducted on March 8 and 19, April 27, June 7, and July 9, 1996 by LSA herpetologists. Surveys were modeled after the U.S. Fish and Wildlife Service "Draft Survey Protocol for the California red-legged frog, *Rana aurora draytonii*," dated January 13, 1995. The surveys consisted of both daytime and nighttime surveys during the spring and summer. The daytime surveys involved searching all potential habitat for adult red-legged frogs and their egg masses. The June and July daytime surveys included searching for adults and larvae, and the June survey included seining waterbodies for amphibian larvae using both D-frame dipnets and a 10-foot quarter-inch mesh seine. The nighttime surveys involved looking for the eyeshine of adult frogs. The entire perimeter of all potential habitat was examined including emergent vegetation, floating submergent vegetation, undercut banks and shaded areas. Daytime surveys involved the use of binoculars. Nighttime surveys involved the use of flashlights and headlamps with halogen bulbs. The surveys did not find California red-legged frogs in the wetlands present in the study areas.

Western snowy plover and California least tern - Surveys for western snowy plover and California least tern were conducted on March 8 and 19, April 27, and May 14, 1996 by an LSA wildlife biologist. The survey methodology involved walking random transects over the two study areas to look for adult birds and evidence of nesting. The spring surveys were conducted during the period when these species would be establishing nesting territories and would be more conspicuous. Areas adjacent to the West Field and South Field were surveyed for these species, from within the boundaries of the two study areas, by the use of 10x42 binoculars.

Snowy plovers were not observed in either the West or South Field areas. The bare areas, particularly in the West Field, provide potentially suitable nesting habitat for snowy plover. However, because of the presence of a large number of cats, which would prey on the adults and young, this species probably does not occur in the two study areas.

Least terns were not observed in either the West or South Field areas. Least terns could potentially nest in portions of SFIA near the bay. Although the bare regions in the two study areas could potentially provide suitable nesting habitat for least terns, they probably do not occur because of the distance to potential foraging habitat and the presence of large numbers of domestic cats that could prey on the terns.

San Francisco garter snake - Neither SFIA nor LSA are aware of any records of San Francisco garter snake east of Highway 101 in the vicinity of the Airport. Because presence of this snake has not been an issue east of Highway 101, and because a number of other factors indicate a low probability of occurrence, SFIA has not conducted a survey specifically directed toward San Francisco garter snakes. LSA was directed, however, to watch for this species while surveying the area for other species found in similar habitat (especially California red-legged frog). San Francisco garter snakes were not observed in the study areas during the course of the surveys. Two species of terrestrial snakes, gopher snake and racer, were found in the South Field area during these surveys. Observations of those two species show that, while LSA's surveys were not directed toward snakes, they were capable of detecting certain snakes in the study areas.

ESA Surveys

A habitat assessment for sensitive species was conducted within the lowland area on the northwest side of Runway 10L-28R. Habitat factors such as vegetation species and canopy cover were evaluated. No trapping or spotlighting was conducted. Other sensitive species habitats evaluated were dirt mounds potentially providing habitat for burrowing owl, tule areas providing habitat for tricolored blackbirds and willow stands providing habitat for salt marsh yellowthroat. Sensitive freshwater invertebrate species, such as vernal pool fairy shrimp and California linderiella were looked for in all bodies of water that were seined.

Red-legged frog survey - A daytime summer survey for red-legged frog was conducted in the afternoon of June 26, 1995 according to United States Fish and Wildlife Service (USFWS) 1995 draft survey protocol for red-legged frog. The CDFG Regional Office at Menlo Park was notified of the surveys to be conducted, according to scientific collecting permit requirements. The survey method included conducting a survey during the daylight hours with binoculars to observe any adult red-legged frog basking on the edge of the basin or in the water. A seine net was used to seine the water for any larvae present. USFWS survey protocol requires seining all columns of water, on the bottom, scraping the mud, in the middle and along the surface of the water. Night-time surveys were organized to survey for adult red-legged frog by using 400,000-candle power spotlight along the ditches and to conduct any seining as required for further identification. As a control, ponds in Golden Gate Park were surveyed on June 16, 1995 and found to contain RLF larvae approximately three inches long (Tatarian, 1995). It would be expected that any larvae found at SFIA would be approximately the same length.

III. Environmental Impacts

Areas Searched - The three drainage ditches (canal segments), referred to as the Southern, Central and Northern ditches are located parallel to the original Bayshore Highway, now within the Airport boundary. The ditches are approximately ten feet wide; water flows through the ditches from the north and terminates at the active retention basin. Typical of highway drainages, iceplant borders both sides of the ditches, with invasive species such as wild radish (*Raphanus sativa*) and wild oat (*Avena* sp.) growing within the iceplant. The Southern and Central ditches contain salt grass (*Distichlis spicata*), Bermuda grass (*Cynodon dactylon*), iceplant (*Carpobrotus edulis*) and wild radish along the steep banks with green algae and cattail (*Typha latifolia*) in the channel. The Northern ditch contains several arroyo willow (*Salix lasiolepis*) trees in the northern portion with cattail, alkali bulrush (*Scripus robustus*), umbrella sedge (*Cyperus* sp.) and open water to the south. Filamentous green algae was present in this ditch and brass buttons (*Cotula coronopifolia*), curly dock (*Rumex crispus*) and saltbush (*Atriplex patula*) were adjacent to the water.

Results - The first drainage ditch surveyed was the Southern ditch along Runway 10L-28R. Observations with binoculars did not reveal any adult red-legged frogs. Treefrog, a common species inhabiting most water bodies, were likewise not observed. Seining was conducted under the green algae where RLF larvae often escape heat and predators. No larvae were netted nor were any observed in the water. The first netfull revealed black soils that emanated a strong odor of petroleum. No invertebrates were observed in the water or in the soil brought up with the net. The Central drainage ditch contained one species of invertebrate of the Genus *Nectonecta* (the large backswimmer). The same black soils and petroleum odor were present along this ditch. No adult frogs or larvae were observed and no vernal pool fairy shrimp or California linderiella were observed. Likewise, in the Northern ditch, several species of *Nectonecta* and *Buenoa* (the small backswimmer) were observed within the water. The same soils and petroleum odor (though diminished) were present. No adult frogs or larvae were observed.

Other Special Status Species - Potential habitat for salt marsh harvest mouse was assessed at the lowland area northwest of Runway 10L-28R. Vegetation present was dense, in some places greater than 100 percent cover, and could possibly provide habitat for a relict population; however, a limiting factor would be competition with other small mammals, such as the western harvest mouse. Overall, this area is considered marginal habitat because of its isolation from other pickleweed areas along the bay margin (Leitner, pers. com.). There are no recorded sightings for the salt marsh harvest mouse within the South San Francisco 7.5 minute quad

(CNDDDB 1996). The dirt piles adjacent to the lowland area do not provide nesting habitat for burrowing owl, as there are no ground squirrels to create burrows and no features, such as pieces of concrete, for the owls to dig under. The lowland area is not suitable foraging area since the owls prefer areas vegetated with short non-native grasses. No owls have been observed breeding in San Mateo County within the last five years (California Burrowing Owl Consortium, 1994) and no burrowing owl or burrow holes were observed during the June 26 survey. No habitat is provided in the study area for tricolored blackbird because the lowland area vegetated with tules is not extensive enough to provide a nesting area for 50 pairs of birds, a minimum population number for a viable colony. No individuals were observed during the survey.

No vernal pool fairy shrimp or California linderiella were observed during seining of the drainage ditches for the presence of red-legged frog. Petroleum in the ditches has made the habitat unsuitable for these species.

Other Wildlife Use - The habitats in the West Field area offer food and cover for a variety of wildlife species. Barn swallows (*Hirundo rustica*) were observed flying over the area and a few pairs of redwing blackbirds (*Agelaius phoeniceus*) were observed within the common reed along the drainage ditches. It was unclear if they were nesting or were feeding. Redwing blackbirds were nesting in the tules in the center of the lowland area. A single red-tailed hawk was observed flying over the lowland area and then perched on an antenna to hunt. The vegetation canopy is too dense and no mud flat areas exist for shorebirds such as American avocet, black-necked stilt, or ducks. Rock doves (*Columba livia*) were observed around the grassy areas adjacent to the lowland area. Mammals potentially using this habitat would include meadow voles along the edges of the marsh area, raccoons foraging for eggs and invertebrates, striped skunk, and grey fox.

Conclusions

Survey and reconnaissance studies indicate that no suitable habitat occurs in the West Field and South Field areas for red-legged frog, western snowy plover, California least tern, salt marsh harvest mouse, burrowing owl, tricolored blackbird, vernal pool fairy shrimp, or California linderiella. Potential nesting habitat for the salt marsh yellowthroat occurs in the lowland area; however, no individuals were observed during the survey and the area is isolated from other known habitat within the highly developed and noisy Airport area, making it a less desirable nesting habitat than other more protected areas.

Several factors contribute to the lack of suitable habitat for special status wildlife species on site including:

- Petroleum in the soils underlying the three drainage ditches, although covered with a layer of sediment at the time of the survey, could become suspended in the water during heavy winter rains when adult frogs breed and attach their eggs to vegetation. Petroleum is acutely toxic to amphibians and would kill an adult or egg form.
- Brackish water present in the drainage ditches diminishes habitat for red-legged frog since it is strictly a freshwater species.
- Suspended organic material found in the Southern and Central drainage ditches reduces available dissolved oxygen for growth of eggs and larvae.
- The dense canopy of plants along the drainage ditch that occurs on the east side of the lowland area would block sunlight to the water preventing appropriate growth rates for amphibian eggs.

The potential impact to animal life is, therefore, considered to be less-than-significant.

K. GEOLOGY/TOPOGRAPHY

The geological setting of SFIA is discussed on pp. 192 to 199 of the FEIR; geological impacts of the SFIA Master Plan were analyzed in the FEIR, pp. 374 to 379. The impacts analysis explored issues related to geological and soil conditions and facility design, excavation, construction-related erosion, and seismic hazards. The discussion would still apply to the West Field and South Field projects. The changes to the Parking Lot D project and construction of non-Master Plan project components on the West Field and South Field would not expose additional people or structures to major geologic hazards because the forecast use of SFIA by passengers and employees would not change. SFIA is on bay land that was filled and drained to create a broad, flat area just above sea level (FEIR, p. 192). Therefore, there are no unique geologic or physical features that would be affected.

L. WATER

Impacts of the SFIA Master Plan related to the high water table in the area were not analyzed in the FEIR, because it was determined that previous construction activities at the Airport were able to proceed without resulting in adverse impacts (see FEIR Volume III, Appendices, Appendix A, Initial Study). Most of the West Field and South Field projects would involve surface or near-surface construction. Impacts related to potential groundwater contamination were analyzed as part of the Hazardous Materials section of the FEIR (pp. 201 to 227 and pp. 381 to 393); see also

Section III.N., Hazards, below. Impacts related to erosion were analyzed as part of the Geology and Seismicity section (FEIR, pp. 192 to 199 and pp. 374 to 379). Impacts related to treatment of surface runoff were analyzed as part of the Utilities section (FEIR, p. 403).

Construction of the West Field and South Field projects would increase impervious surface area on the Airport from paving of undeveloped areas, causing an increase in runoff. Of particular concern is increased runoff in the West Field area, which experiences an existing flooding problem. Construction of the new underground detention basin at West Field would alleviate this problem by doubling the existing capacity to six million gallons. In addition, the existing detention pond, the North Oxidation Pond, would be replaced with a new, concrete basin that would be underground and enclosed, eliminating soil contamination caused by the existing open, unlined basin. See Section III.N., Hazards, below, for details concerning soil remediation. Surface runoff from all new West Field projects would be directed through new pump stations and underground piping to the new detention basin which would collect runoff for treatment at the industrial wastewater treatment plant in the North Field area. See also related discussion under Section III.I., Utilities/Public Services, above.

M. ENERGY/NATURAL RESOURCES

The energy setting is discussed on pp. 178 to 182 of the FEIR; energy impacts of the SFIA Master Plan were analyzed in the FEIR, pp. 366 to 370. Impacts of construction energy usage are discussed generally in the FEIR on p. 366. The changes to the Lot D project (as analyzed in the FEIR) and construction of non-Master Plan project components in the West Field area could result in additional construction energy usage, but the discussion in the FEIR would still apply. The changed or additional project components would not result in additional vehicle trips, and as a result, would not result in increases in energy use by surface traffic. The proposed project would involve the construction of few if any buildings (and none of substantial size), so energy use during building construction or operation would not be applicable.

N. HAZARDS

The hazardous materials setting is discussed on pp. 201 to 227 of the FEIR; hazardous materials impacts of the SFIA Master Plan were analyzed in the FEIR, pp. 381 to 393. None of the West Field and South Field projects would have the potential to use, produce or dispose of hazardous materials. Relocation of the detention basin in the West Field area and construction of the project components in general could also result in impacts related to removal of contaminated

soil and dust emissions from grading and excavation, respectively. However, as described below, remediation of any contaminated sites potentially affected by the projects would be performed prior to project implementation.

A Remedial Action Plan for the West Field area has been prepared that identifies existing soil and groundwater contamination and presents a cleanup plan to meet RWQCB Order No. 95-136 Tier 1 standards. Table 2 presents the areas of investigation, type of contamination, estimated remediation volume and the proposed remediation action to meet RWQCB standards. Figure 9 illustrates the areas of investigation.

Prior to construction of the West Field projects, remediation of these contaminated sites would be performed according the actions listed in Table 2. Excavated soil would be stockpiled, characterized, and handled as required by the Regional Water Quality Control Board in accordance with RWQCB Order No. 95-136. Excavated soil meeting applicable criteria would be reused on-site. Soil unacceptable for reuse would be evaluated with respect to volume and constituents to determine its disposition. Before construction begins, a combination of excavation and off-site disposal, low temperature thermal desorption, on-site reuse, and paving would be used to remediate or contain any contaminated soil. No active groundwater remediation is proposed in the West Field area because no subsurface construction work would occur in areas identified as having groundwater contamination.⁷ Confirmation sampling, groundwater monitoring and a residual contamination risk management plan in accordance with RWQCB Order No. 95-136 would be prepared to verify that remediation actions were successful.

The FEIR analyzes potential impacts related to excavation of contaminated soil on pp. 383 to 389. Construction of the West Field projects would fall under the "envelope" of the impact analyzed in the FEIR, and thus would not cause additional adverse hazardous materials or waste impacts. The Remedial Action Plan prepared for the West Field area implements mitigation measures on pp. 430 to 431 of the FEIR (and adopted by SFIA as part of the Final Mitigation Plan), that identify site remediation as appropriate mitigation "if levels of contaminants found in any site investigation exceed regulatory requirements and/or pose a threat to the public health and the environment as defined by the responsible regulatory agencies."

⁷ This does not include actions associated with the United Maintenance Operation Center, which will be discussed in cooperation with United Airlines.

TABLE 2: IDENTIFIED AREAS OF SOIL AND GROUNDWATER CONTAMINATION AND REMEDIATION ACTIONS FOR THE WEST FIELD AREA REQUIRED BY THE REGIONAL WATER QUALITY CONTROL BOARD

Investigation Area	Type of Contamination	Estimated Remediation Volume	Proposed Remediation Action
A. Soil in the Former North Oxidation Pond	cadmium, chromium, PCBs	unknown	On-site reuse within the former North Oxidation Pond with paving
B. Soil in the northeast corner of the Former North Oxidation Pond	lead, PCBs	100 to 200 cubic yards	Excavation and off-site disposal
C. Soil near the south end of the West Field Canal	chromium	60 cubic yards	Paving
D. Sediment in the North Detention Channel	lead	50 cubic yards	On-site reuse with paving
E. Sediment in the Old Bayshore Canal	chromium, lead, PCBs, TPH	1,000 cubic yards	Excavation and off-site disposal
F. Liquid and soil in the Pit in the Northwest Quadrant	TPH	50 cubic yards	Excavation and low temperature thermal desorption
G. Soil at the recycling area in the southwest corner of the Northwest Quadrant	PCBs	50 cubic yards	Excavation and off-site disposal
H. Groundwater at Location WF-10 in the Former North Oxidation Pond	cadmium	very limited	Monitoring of existing wells
I. Groundwater in the area adjacent to the United Maintenance Operations Center	TPH	unknown	Additional characterization to be coordinated with United Airlines

Notes:

PCBs = polychlorinated biphenyl compounds

TPH = total petroleum hydrocarbons (e.g., jet or diesel fuel)

SOURCE: Rust Environment and Infrastructure, 1996



0 400
Feet

Subarea Boundaries

Remedial Action Plan Study Area

SOURCE: Photo base: Towill, Inc., July 18, 1991;
Environmental Science Associates, 1996;
Rust/AGS, 1996.

SFIA West Field and South Field Projects / 9001540 ■

Figure 9
West Field Remedial
Action Plan Study Area

The FEIR (page 353) discusses impacts related to fugitive dust generation during construction activities. Mitigation measures identified in the FEIR (pages 426 and 427) and adopted by SFIA as part of the Final Mitigation Plan include sprinkling unpaved construction sites with water; covering stockpiles of soil, sand and other material; sweeping streets surrounding construction sites; and operating construction equipment so as to minimize exhaust emissions of particulates and other pollutants. These impacts and mitigation measures would apply to all West Field and South Field projects.

MITIGATION MEASURES

Mitigation measures proposed as part of the West Field and South Field projects are described below. SFIA also would be implementing all applicable measures identified in the FEIR and adopted by SFIA as part of its Master Plan approval (Final Mitigation Plan, see Appendix A). The measures referred to specifically in this Negative Declaration include the following:

Mitigation Measures Proposed as Part of the West Field and South Field Projects

SFIA proposes to create and restore wetlands and waters at an overall ratio of 1.47:1, at two restoration sites along San Francisco Bay as approved by the Corps. SFIA specifically proposes to recreate an 18 acre tidal marsh wetland at Crissy Field in the San Francisco Presidio and to restore a 7.2 acre wetland at the Palo Alto Marina on the Peninsula. Wetlands filled would be replaced at a 1.75:1 ratio, while waters would be replaced at a 1.25:1 ratio. SFIA would not implement any projects that affect wetlands without approval of mitigation plans for both restoration projects. If approved, implementation of the wetland restoration projects would take place in accordance with U.S. Army Corps' permit requirements. SFIA would also implement construction mitigation measures to avoid impacts to remaining wetlands.

To specifically attempt to mitigate potential construction-related noise impacts for these projects, SFIA would require the construction contractor to limit construction activities (and pile driving in particular) to daytime hours whenever feasible. SFIA would also continue its current Community Relations Program for construction, which involves issuing press releases for public notification of nighttime pile driving schedules, a construction telephone hotline, presentations to the community, and the opportunity for discussion of complaints at the Airport Community Roundtable.

Measures in the Final Mitigation Plan

The following refers to measures listed in the Final Mitigation Plan. Refer to the Plan for the text of the measures.

- I.D.1.a. Review by Project Archaeologist
- I.D.1.b. Procedure for Reporting Significant Artifacts
- I.D.1.c. Inspection and Retrieval of Significant Artifacts
- I.D.1.d. Archaeologist Report
- I.A.1.a. Transportation System Management Program
- I.A.1.d.i. Replacement Parking Spaces
- I.A.1.d.ii. Additional Parking
- I.A.1.d.iii. Parking Capacity Management
- I.A.1.d.iv. Roadway Parking Prohibition
- I.A.1.d.v. Temporary Parking
- I.A.1.d.vi. Index of Parking Cost
- I.C.1.a. Noise Reduction Measures
- I.C.1.b. Predrilling Holes
- I.C.1.c. Restrictions on Pile Driving
- I.C.1.d. Construction Barriers
- I.F.1.b. Remediation Activities
- I.F.1.c. Safety and Health Plan
- I.F.1.d. Dust Control Program
- I.F.1.e. Review of Reports
- I.F.1.f. Remediation Report

Measures in the Remedial Action Plan (Overview)

Soil. Soil excavated as required by new construction in the West Field Area will be stockpiled, characterized, and handled as required by the Regional Water Quality Control Board in accordance with Order No. 95-136. Excavated soil meeting applicable criteria will be reused on site. Soil unacceptable for reuse will be evaluated with respect to volume and constituents to determine its disposition.

Before construction of the planned developments begins, a combination of excavation and off-site disposal, low temperature thermal desorption, on-site reuse and paving will be used to remediate or contain any contaminated soil.

Confirmation Sampling. Confirmation sampling will be conducted in areas of soil removal to make sure residual levels of chemicals of concern are acceptable. The locations and frequency of sampling in excavations and surface areas will be defined during the development of environmental insert specifications for the construction documents for the planned developments.

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IV. ADMINISTRATIVE FINDINGS AND ENVIRONMENTAL CHECKLIST

A. ADMINISTRATIVE FINDINGS

The SFIA Master Plan Final Environmental Impact Report analyzed the potential environmental effects of the SFIA Master Plan. The West Field and South Field projects include some individual project components identified in the SFIA Master Plan, one project that has changed since the Master Plan and six projects not in the Master Plan. This Negative Declaration was prepared to review the West Field and South Field projects in light of the information in the program EIR to ensure that the project impacts were analyzed in that EIR or in the environmental analysis presented in this document.

The Negative Declaration analyzed potential environmental impacts and determined findings with respect to the following categories of potential impacts:

Population: The revised Master Plan project and non-Master plan projects proposed at the West Field and South Field areas would result in the need for an additional 325 construction employees over an approximately two year period (1996 to 1998). Additional construction employment would fall within the estimates analyzed in the FEIR for construction of near-term projects and would not cause any new population or employment impacts.

Transportation and Circulation: The project, as proposed, is consistent with and provides equivalent or greater capacity than the roadway concept presented in the SFIA Master Plan. Therefore, the traffic impacts associated with the current plan would be less than or equivalent to those presented in the SFIA Master Plan EIR. Additional impacts related to a net decrease in parking spaces would be negligible because the Airport would implement adopted mitigation measures related to managing parking supply and encouraging greater use of higher-occupancy vehicles and alternative modes for access to the Airport.

Noise: Potential noise impacts during construction are associated with daytime pavement removal, evening and nighttime construction activities, and pile driving for detention basin construction. Due to the existing high noise levels from the heavily-traveled US 101, and the locations of the project sites relative to the noise-sensitive uses (further away than locations analyzed in the FEIR), it is anticipated that most daytime construction activities would not result in additional adverse impacts. Pile-driving activities would occur in locations that are further from sensitive receptors than the locations analyzed in the FEIR.

The potential for additional noise impacts during nighttime construction (required for construction of runway safety areas and extension of Taxiway Q at West Field) would not be considered a substantial increase in the severity of previously identified significant impacts, because the impacts would be temporary and the Airport would implement a number of mitigation measures (including all measures adopted in the Final Mitigation Plan and others) that would likely reduce noise levels, the duration of impacts, and community annoyance.

Biological Resources: Wetlands and other waters of the United States in the West Field and South Field areas would be affected by the projects. Analysis determined that 15.10 acres and 2.00 acres of wetlands or waters subject to U.S. Army Corps of Engineers jurisdiction would be filled in the West Field and South Field, respectively, for a total impact area of 17.10 acres. A Section 404 permit would be required from the Corps prior to construction. Mitigation for the wetland impact would include replacement and restoration at a ratio of at least 1:1, at a site or sites approved by the Corps.

Survey and reconnaissance studies indicate that no suitable habitat occurs in the West Field and South Field areas for State- or federally-listed endangered or threatened species (red-legged frog, western snowy plover, California least tern, salt marsh harvest mouse, vernal pool fairy shrimp, or California linderella) or California Species of Concern (burrowing owl and tricolored blackbird). Potential nesting habitat for the salt marsh yellowthroat, a California Species of Concern, occurs in the lowland area northwest of Runway 10L; however, no individuals were observed during the survey and the area is isolated from other known habitat within the highly developed and noisy Airport, making it a less desirable nesting habitat than other more protected areas. Thus, impacts to animal life are considered less-than-significant.

Hazards: Impacts and mitigation measures related to fugitive dust generation during construction are identified in the FEIR. Furthermore, the potential for exposure to contaminated soils during construction exists. Implementation of the Remedial Action Plan for the West Field Area, prepared in January 1996, would fulfill the requirements of site remediation mitigation measures on pp. 430 to 431 of the FEIR. Measures required by OSHA and the RWQCB to protect the health of project construction workers are reflected in the Remedial Action Plan. There are no known areas of contamination that would be disturbed by proposed construction in the South Field area.

In summary, the impacts associated with the West and South Field projects, including those impacts related to changes in one project component and the inclusion of six non-Master Plan project components after certification of the SFIA Master Plan FEIR, do not raise important new issues about the significant effects on the environment not already discussed in the FEIR, except for the impact on wetlands (discussed at the end of this section). The findings (for topics other than wetlands) relate to the criteria in CEQA Guidelines Section 15162(a)(1); that is, they provide evidence to demonstrate that there are no "substantial changes. . . proposed in the project. . . which will require major revisions of the previous EIR. . . due to the involvement of new significant environmental effects of a substantial increase in the severity of previously

IV. Administrative Findings and Environmental Checklist

identified significant effects. . ." The findings also relate to Section 15162(a)(3)(A) and (B). The environmental checklist presented in the following section supports these findings.

Similarly, the analysis of issues for this Negative Declaration revealed no changes in circumstances under which the project would be undertaken that would result in new significant effects or an increase in previously identified significant effects. Therefore, the conditions identified in Section 15162(a)(2) do not apply to the proposed project. (The referenced sections relate to conditions under which substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR due to the involvement of new significant impacts or a substantial increase in the severity of previously identified significant effects.)

This Negative Declaration does not present any new mitigation measures that the project sponsor declines to adopt; by definition, measures presented in this report are proposed as part of the project. Therefore, the conditions identified in Section 15162(a)(3)(C) and (D) do not apply to the proposed project. (The referenced sections relate to conditions under which [C] mitigation measures or alternatives previously found not to be feasible are now feasible and would reduce impacts, but the sponsor declines to adopt the measure or alternative, and [D] mitigation measures or alternatives that are considerably different than those analyzed in the previous EIR would substantially reduce impacts, but the project sponsor declines to adopt the mitigation measure or alternative.)

New information about conditions at SFIA, in combination with changes in SFIA Master Plan projects and the addition of several non-Master Plan projects result in a potential impact to wetlands not identified in the FEIR.

Without mitigation, the impact to wetlands would be significant. However, measures proposed above and incorporated as part of the project would mitigate the wetland impact to a less-than-significant level. Therefore, the Lead Agency has determined that a Negative Declaration is appropriate, in accordance with CEQA Guidelines Section 15162(b).

B. ENVIRONMENTAL EVALUATION CHECKLIST AND DISCUSSION

This environmental checklist was used to evaluate the potential for changes in the proposed project (from what was analyzed in the FEIR) to result in impacts not already identified in the FEIR. Where an item in the checklist is marked "No," it reflects the conclusion that the West Field and South Field projects would result in no *additional* adverse impacts. The conclusion is based on a review of the impact analysis in the FEIR and a consideration of the changes in the proposed projects from what was analyzed in the FEIR. For each item that is marked "Discussed," the discussion is presented in Chapter III of the Negative Declaration.

File No: 96.652E Title: SFIA West Field and South Field Projects
Street Address: San Francisco International Airport Assessor's Block/Lot: N/A
Initial Study Prepared By: Environmental Science Associates for the City and County of San Francisco

A. COMPATIBILITY WITH EXISTING ZONING AND PLANS Discussed Not Applicable

- | | | |
|---|----------|----------|
| 1) Discuss any variances, special authorizations, or changes proposed to the City Planning Code or Zoning Map, if applicable. | <u>X</u> | <u>X</u> |
| 2) Discuss any conflicts with any adopted environmental plans and goals of the City or Region, if applicable. | <u>X</u> | <u>X</u> |

B. ENVIRONMENTAL EFFECTS

- | 1) <u>Cultural</u> . Could the project: | <u>Yes</u> | <u>No</u> | <u>Discussed</u> |
|--|---------------|-----------|------------------|
| (a) Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group; or a paleontological site except as a part of a scientific study? | <u> </u> | <u>X</u> | <u>X</u> |
| (b) Conflict with established recreational, educational, religious or scientific uses of the area? | <u> </u> | <u>X</u> | <u> </u> |
| (c) Conflict with the preservation of buildings subject to the provisions of Article 10 or Article 11 of the City Planning Code? | <u> </u> | <u>X</u> | <u> </u> |

2)	<u>Land Use.</u> Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a)	Disrupt or divide the physical arrangement of an established community?	_____	<u>X</u>	<u>X</u>
(b)	Have any substantial impact upon the existing character of the vicinity?	_____	<u>X</u>	<u>X</u>
3)	<u>Visual Quality.</u> Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a)	Have a substantial, demonstrable negative aesthetic effect?	_____	<u>X</u>	<u>X</u>
(b)	Substantially degrade or obstruct any scenic view or vista now observed from public areas?	_____	<u>X</u>	<u>X</u>
(c)	Generate obtrusive light or glare substantially impacting other properties?	_____	<u>X</u>	<u>X</u>
4)	<u>Population.</u> Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a)	Induce substantial growth or concentration of population?	_____	<u>X</u>	<u>X</u>
(b)	Displace a large number of people (involving either housing or employment)?	_____	<u>X</u>	<u>X</u>
(c)	Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	_____	<u>X</u>	<u>X</u>
5)	<u>Transportation / Circulation.</u> Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a)	Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	_____	<u>X</u>	<u>X</u>
(b)	Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	_____	<u>X</u>	<u>X</u>
(c)	Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?	_____	<u>X</u>	_____
(d)	Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	_____	<u>X</u>	<u>X</u>

6)	<u>Noise</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
	(a) Increase substantially the ambient noise levels for adjoining areas?	_____	<u>X</u>	<u>X</u>
	(b) Violate Title 24 Noise Insulation Standards, if applicable?	_____	<u>X</u>	<u>X</u>
	(c) Be substantially impacted by existing noise levels?	_____	<u>X</u>	<u>X</u>
7)	<u>Air Quality/Climate</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
	(a) Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	_____	<u>X</u>	<u>X</u>
	(b) Expose sensitive receptors to substantial pollutant concentrations?	_____	<u>X</u>	<u>X</u>
	(c) Permeate its vicinity with objectionable odors?	_____	<u>X</u>	_____
	(d) Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	_____	<u>X</u>	_____
8)	<u>Utilities/Public Services</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
	(a) Breach published national, state or local standards relating to solid waste or litter control?	_____	<u>X</u>	<u>X</u>
	(b) Extend a sewer trunk line with capacity to serve new development?	_____	<u>X</u>	<u>X</u>
	(c) Substantially increase demand for schools, recreation or other public facilities?	_____	<u>X</u>	<u>X</u>
	(d) Require major expansion of power, water, or communications facilities?	_____	<u>X</u>	<u>X</u>

9)	<u>Biology</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a)	Substantially affect a rare or endangered species of animal or plant or the habitat of the species?	_____	<u>X</u>	<u>X</u>
(b)	Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	_____	<u>X</u>	<u>X</u>
(c)	Require removal of substantial numbers of mature, scenic trees?	_____	<u>X</u>	<u>X</u>
10)	<u>Geology/Topography</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a)	Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?	_____	<u>X</u>	<u>X</u>
(b)	Change substantially the topography or any unique geologic or physical features of the site?	_____	<u>X</u>	<u>X</u>
11)	<u>Water</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a)	Substantially degrade water quality, or contaminate a public water supply?	_____	<u>X</u>	<u>X</u>
(b)	Substantially degrade or deplete ground-water resources, or interfere substantially with groundwater recharge?	_____	<u>X</u>	<u>X</u>
(c)	Cause substantial flooding, erosion or siltation?	_____	<u>X</u>	<u>X</u>
12)	<u>Energy/Natural Resources</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a)	Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	_____	<u>X</u>	<u>X</u>
(b)	Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	_____	<u>X</u>	<u>X</u>

13) <u>Hazards</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>	
(a) Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	<u> </u>	<u> X </u>	<u> X </u>	
(b) Interfere with emergency response plans or emergency evacuation plans?	<u> </u>	<u> X </u>	<u> </u>	
(c) Create a potentially substantial fire hazard?	<u> </u>	<u> X </u>	<u> </u>	
C. OTHER	<u>Yes</u>	<u>No</u>	<u>Discussed</u>	
Require approval and/or permits from City Departments other than Department of City Planning or Department of Building Inspection, or from Regional, State, or Federal Agencies?	<u> X </u>	<u> </u>	<u> X </u>	
D. MITIGATION MEASURES	<u>Yes</u>	<u>No</u>	<u>N/A</u>	<u>Discussed</u>
1) Could the project have significant effects if mitigation measures are not included in the project?	<u> X </u>	<u> </u>	<u> </u>	<u> X </u>
2) Are all mitigation measures necessary to eliminate significant effects included in the project?	<u> X </u>	<u> </u>	<u> </u>	<u> X </u>
E. MANDATORY FINDINGS OF SIGNIFICANCE	<u>Yes</u>	<u>No</u>	<u>Discussed</u>	
1) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?	<u> </u>	<u> X </u>	<u> X </u>	
2) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	<u> </u>	<u> X </u>	<u> X </u>	
3) Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	<u> </u>	<u> X </u>	<u> X </u>	
4) Would the project cause substantial adverse effects on human beings, either directly or indirectly?	<u> </u>	<u> X </u>	<u> X </u>	


The above are mandatory findings of significance related to the decision to prepare an Environmental Impact Report or a Negative Declaration. This checklist has been prepared in support of the scope of a Negative Declaration, which includes administrative findings regarding its adequacy and the need to prepare additional environmental documentation. Therefore, no further discussion of this topic is necessary.

F. ON THE BASIS OF THIS INITIAL STUDY

_____ I find that proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

_____ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures in the discussion has been included as part of the proposed project. A
X NEGATIVE DECLARATION will be prepared.

_____ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Acting 
Environmental Review Officer

DATE: November 7, 1996



APPENDIX A

MITIGATION MONITORING PROGRAM

SAN FRANCISCO INTERNATIONAL AIRPORT MASTER PLAN MITIGATION MEASURES

Measure	Responsibility for Implementation	Schedule	Monitoring/Reporting Responsibility	Status/Date Completed
TRANSPORTATION				
I.A.1.a. Transportation System Management Program. The Airports Commission will fund and implement a Transportation System Management (TSM) program for SFIA. The goal of the TSM program will be to attain a reduction in single occupant vehicle trip rates (e.g., 72 percent drive alone to 52 percent drive alone). A TSM Manager will develop the specific program and coordinate it with activities of SFIA, San Mateo County, the City and County of San Francisco, SamTrans, BART, Caltrain, shuttle/van/taxi companies that serve SFIA, and other public agencies whose services or regulatory functions would affect the mode of travel chosen by employees and air passengers. See Section I.A.1.a of the attached Mitigation Plan, and pp. 413-15 of the Final EIR, for examples of measures that may be included in the TSM Program.	SFIA staff (Landside Operations).	Adopt TSM Program within six months of the adoption of the San Mateo County Congestion Management Plan. Achieve full implementation of TSM Program by the end of the Long-Term.	San Francisco Department of City Planning (DCP) staff and San Mateo County Congestion Management Authority (CMA) staff. SFIA staff shall provide DCP and CMA staff a copy of the final TSM Program at least two weeks prior to adoption. DCP and CMA staff shall review the final TSM Program for completeness and consistency with the goals and standards of the San Mateo County CMP, and may recommend specific revisions to the Program (SFIA may accept or reject the recommendations). After implementation of the TSM Program, SFIA staff shall submit annual reports to CMA staff. Annual reports shall summarize TSM activities (e.g., sales of transit passes to SFIA and airline employees) and results (i.e., travel mode splits of employees and air passengers.) Any TSM Program changes or improvements shall also be identified. SFIA staff shall provide DCP and CMA staff written notification of full TSM Program implementation.	
(Final EIR Section V.A, pp. 413-15, as modified by Section VI(8) of Findings)			Note: Results of parking capacity management (Measure I.A.1.d.iii.) shall be provided in conjunction with annual TSM Program reports.	
I.A.1.b. Transit Information Program. The Airport will develop and implement a transit information program. The program will require the Airport to work with the airlines and travel agencies to provide information to encourage air passengers to take transit (e.g., up-to-date shuttle and bus information distributed with all airline tickets-by-mail (sent to Northern California zip codes) and tickets sold at SFIA and Bay Area airline counters). The program will also establish procedures for improving	SFIA staff (Landside Operations).	Complete Transit Information Program package, including up-to-date shuttle and bus information, by June 1, 1993; review materials on a quarterly basis and update as needed.	SFIA. SFIA staff shall provide CMA a copy of the final Transit Information Program package and annual reports summarizing materials updates (reports may be made in conjunction with annual TSM Program reports, as required under Measure I.A.1.a., above).	

Measure	Responsibility for Implementation	Schedule	Monitoring/Reporting Responsibility	Status/Date Completed
transit information dissemination within the airport complex. These procedures will include, but are not limited to, working with SamTrans and other transit providers to provide signage and marketing strategies designed to promote transit use.				
(Final EIR Section V.A, pp. 413 and 415, as modified by Section VI(B) of Findings)				
I.A.1.c. Temporary Construction Measures. During construction of the new ramps proposed for U.S. 101 and construction of the GTC, the Airport will maintain safe conditions in and out of the Airport that minimize congestion of U.S. 101 and surrounding roads, and will maintain the maximum lanes feasible during peak periods that exist today to mitigate traffic conditions. Safely marked, temporary sidewalks and pedestrian paths may be used in association with lane closures.	SFIA staff (Landside Operations; Bureau of Planning & Construction).	Implement during construction of the new ramps proposed for U.S. 101 and the GTC.	SFIA. SFIA staff shall report to the Airports Commission regarding implementation of these measures, in conjunction with regular Master Plan Construction Progress Reports.	
(Final EIR Section V.A, p. 421, as modified by Section VI(B) of Findings)				
I.A.1.d.i. Replacement Parking Spaces. The inventory of public and employee parking will be maintained at all times during lot, garage and building construction. When a building or garage replaces an existing parking lot, the Airport will make replacement parking spaces ready for use and, if necessary, shuttles available for easy access to the terminal and employment sites.	SFIA staff (Landside Operations; Bureau of Planning & Construction).	Implement throughout the Master Plan period during construction of lots, garages and buildings proposed as part of the project (the bulk of construction would take place during the Short-Term).	SFIA. SFIA staff shall report to the Airports Commission regarding implementation of this measure, in conjunction with regular Master Plan Construction Progress Reports.	
(Final EIR Section V.A, p. 421)				
I.A.1.d.ii. Additional Parking. The Airport will add approximately 7,000 parking stalls by the end of the Near-Term, and an additional 930 parking stalls by the end of the Long-Term.	SFIA staff (Landside Operations; Bureau of Planning & Construction).	Provide additional parking within the Near-Term and Long Term, subject to Measure I.A.1.d.iii.	SFIA. SFIA staff shall notify the Airports Commission when new parking facility construction commences and is completed, in conjunction with regular Master Plan Construction Progress Reports, subject to modification per Measure I.A.1.d.iii.	
(Proposed as part of the project; Final EIR Section V.A, pp. 418-19, as modified by Section VI(B) of Findings)				
I.A.1.d.iii. Parking Capacity Management. The Airport will reallocate parking spaces in the proposed new parking facilities in favor of air passengers, as TSM program elements could be expected to reduce employee parking demand more than air passenger parking demand. The expansion of	SFIA staff (Landside Operations; Bureau of Planning & Construction).	Implement throughout Master Plan period; evaluate need for each proposed addition to parking inventory prior to	DCP. SFIA staff shall provide CMA staff results of parking capacity monitoring and adjustments, in conjunction with annual TSM Program reports (see Monitoring / Reporting Responsibility for Measure I.A.1.a.). Parking capacity monitoring reports	

Measure	Responsibility for Implementation	Schedule	Monitoring/Reporting Responsibility	Status/Date Completed
parking supply at SFIA will be phased to allow evaluation of the effectiveness of expanded TSM programs and transit improvements before the addition of parking (adding parking before or simultaneous with TSM programs and transit improvements may itself undermine the relative attractiveness of alternatives to single-occupant automobile travel). The Airport will monitor parking demand in the garage, Lot D, Lot DD and the GTC and direct motorists to currently available parking locations through changeable message signs. (Final EIR Section V.A, pp. 418-19)				
I.A.1.d.iv. Roadway Parking Prohibition. The Airport will continue prohibition of parking on all SFIA area roadways. This will eliminate parking overflow from using SFIA roadways and will preserve roadway capacity. (Final EIR Section V.A, pp. 416-17)	SFIA staff (Landside Operations); Police.	Implement throughout the Master Plan period.	SFIA. SFIA staff shall report to the Airports Commission regarding any changes to the parking prohibition.	
I.A.1.d.v. Temporary Parking. To alleviate year-to-year occurrence of parking deficits, the Airport will use vacant land for temporary overflow parking pending and during the construction of lots and garages. (Final EIR Section V.A, p. 419)	SFIA staff (Landside Operations; Business & Finance).	Implement as needed throughout the Master Plan period.	SFIA. SFIA staff shall notify the Airports Commission of any plans to use vacant land for temporary overflow parking. Notification shall include location, number of spaces, length of time the vacant land will be used for parking, and the criteria used to determine the parking deficit.	
I.A.1.d.vi. Index of Parking Cost. The Airport will index air passenger and employee parking costs to ensure that parking costs escalate with the costs of all goods and services. (Final EIR Section V.A, p. 419)	SFIA staff (Landside Operations; Business & Finance).	Index annually throughout the Master Plan period.	DCP. In conjunction with TSM Program reports, SFIA staff shall notify the Airports Commission and DCP of parking indexing results, with a comparison to annual consumer price index figures for Northern California.	
I.A.1.e.i. Construction of Light Rail System. The Airport will construct a Light Rail System from the new Ground Transportation Center to the SFIA terminal building and extend the system from the Ground Transportation Center to parking Lots D and DD by the end of the Near-Term. For passenger convenience, the design of the Light Rail System will strive to minimize air passenger walking distance and, where possible, level changes.	SFIA staff (Bureau of Planning & Construction).	Complete GTC-terminal connection by the end of the Near-Term. Complete final connections by the end of the Long-Term.	SFIA and DCP. SFIA staff shall report completion of each operational phase of the Airport light rail system to the Airports Commission and to DCP, in conjunction with regular Master Plan Project Construction Reports.	

Measure	Responsibility for Implementation	Schedule	Monitoring/Reporting Responsibility	Status/Date Completed
(Proposed as part of the project; Final EIR Section V.A, p. 422, as modified by Section VI(B) of Findings)				
I.A.1.e.ii. Design of Light Rail System. The Airport will work with airlines to design the Light Rail/Terminal connections to minimize air passenger pedestrian circulation, with baggage service available, where departing air passengers exit the BART station or parking areas.	SFIA staff (Bureau of Planning & Construction).	Complete Light Rail connection design as part of the Airport Light Rail System (see Measures I.A.1.e.i. above and I.A.1.j. below).	See Monitoring / Reporting Responsibilities for Measures I.A.1.e.i. above and I.A.1.j., below.	
(Final EIR Section V.A, pp. 414, 421)				
I.A.1.f. Pedestrian Access. The Airport will incorporate into the Ground Transportation Center design safe and convenient walkways, amenities, easy access to transit and other modal transfer points, and other measures that facilitate safe pedestrian movements.	SFIA staff (Landside Operations; Bureau of Planning & Construction).	Complete pedestrian components of GTC design by the end of the Near-Term. Complete other measures by the end of the Long-Term.	SFIA. SFIA staff shall report to the Airports Commission regarding implementation of these measures, in conjunction with regular Master Plan Construction Progress Reports.	
(Final EIR Section V.A, p. 421)				
I.A.1.g. Radio Broadcasts. To minimize unnecessary circulation and reduce vehicle miles traveled, the Airport will continue to provide a radio broadcast of parking availability, with signage on U.S. 101, I-280 and I-380 indicating the frequency to which motorists should tune to obtain the information. Update the information as necessary to manage the flow of traffic to SFIA parking areas, and, when necessary, relatively major private lots or garages.	SFIA staff (Communications; Facilities, Operations & Maintenance).	Implement by June 1, 1993 and continue throughout the Master Plan Period.	SFIA. SFIA staff shall report to the Airports Commission regarding the implementation of radio broadcasts and signage, in conjunction with regular Master Plan Construction Progress Reports.	
(Final EIR Section V.A, p. 419)				
I.A.1.h. Roadway Improvements. The Airport will widen McDonnell Road (Road R-3) from two lanes to four lanes from U.S. 101 to San Bruno Avenue and widen North Access Road from two lanes to four lanes. The Airport will also consolidate curb cuts on Road R-2 and McDonnell Road (Road R-3) to ensure that these facilities provide the best possible future levels of service.	SFIA staff (Bureau of Planning & Construction; Facilities, Operations & Maintenance; Landside Operations).	Complete roadway improvements within the Near-Term.	SFIA. SFIA staff shall report to the Airports Commission regarding implementation of these measures, in conjunction with regular Master Plan Construction Progress Reports.	
(Proposed as part of the project; Final EIR Section V.A, p. 416)				
I.A.1.i. Variable Message Signs. To improve access to SFIA parking areas by minimizing weaving and maintaining flow, the Airport will install variable message signs along all roadways entering SFIA directing	SFIA staff (Landside Operations; Bureau of Planning & Construction).	Install variable message signs in conjunction with parking, GTC and associated ramp and	SFIA. SFIA staff shall report to the Airports Commission regarding implementation of this measure, in conjunction with regular Master Plan Construction Progress Reports.	

Measure	Responsibility for Implementation	Schedule	Monitoring/Reporting Responsibility	Status/Date Completed
vehicles to various SFIA locations. To improve access to SFIA parking areas by minimizing weaving and maintaining flow, the Airport will install variable message signs in the short-term garage and the Ground Transportation Center that direct exiting vehicles to use the appropriate exit (toll) gates. The Airport will also provide for arrival information by means of a variable message sign or other appropriate alternative.	Facilities, Operations & Maintenance).	terminal roadway construction scheduled for the Near-Term.		
(Final EIR Section V.A, pp. 418-418a, as modified by Section VI(B) of Findings)				
I.A.1.j. <u>Light Rail Connections.</u> If a decision is made to place the Caltrain Airport Station and, later, the SFIA BART station west of U.S. 101, in lieu of a station in the terminal parking garage, the Airport will build an exclusive right-of-way light rail connection between the SFIA BART station and Caltrain and the Ground Transportation Center with connecting service to the terminal and major employment areas, and operate service on this facility in a manner coordinated with BART/Caltrain arrivals and departures. The Light Rail System, including the connection to Caltrain, will be operational no later than the date that service commences at the Caltrain Airport Station. The design for the connection will take into consideration bicycle access. The Airport will reserve rights-of-way through SFIA for high speed rail service on a corridor east of U.S. 101 and on the "West of Bayshore" land. The Airports Commission will assure that environmental review of the impacts of developing parking, baggage handling and the Light Rail System on the west side of U.S. 101 is conducted.	BART, SamTrans, Caltrain, SFIA staff (Bureau of Planning & Construction; Landside Operations).	Schedule cannot be established at this time; depends on BART/SamTrans/Caltrain.	SFIA, BART, San Mateo County Transit Authority (SamTrans), Caltrain and DCP. SFIA staff shall coordinate with BART, Caltrain and SamTrans, and shall report to the Airports Commission and DCP if and when a BART Connection on the Airport's West of Bayshore property is proposed.	
(Final EIR Section V.A, p. 415, as modified by Section VI(B) of Findings)	SFIA staff (Landside Operations).	Integrate HOV requirements into design specifications for GTC. Adjust GTC ramp modification schedule to match U.S. 101 HOV lane implementation schedule (not part	SFIA and California Department of Transportation (Caltrans) staff. SFIA staff shall provide Caltrans staff a copy of GTC ramp design drawings and construction plans at least six months prior to construction of the ramps. Caltrans shall review the plans and may suggest refinements to ensure ramp compatibility with future HOV lanes on U.S. 101. SFIA staff shall notify the	
I.A.1.k. <u>High Occupancy Vehicle Lanes.</u> The Airport will modify Ground Transportation Center ramps to include an exclusive lane for buses, shuttles and high-occupancy vehicles (HOV) in order to minimize delay for these vehicles and maximize their attractiveness as modes of travel to SFIA. The ramps will be designed so that only minor modifications would be required when				

Measure	Responsibility for Implementation	Schedule	Monitoring/Reporting Responsibility	Status/Date Completed
<p>exclusive HOV/bus lanes are designated by Caltrans on U.S. 101.</p> <p>(Final EIR Section V.A, p. 417)</p>		<p>of SFIA Master plan; construction schedule is not known at this time).</p>	<p>Airports Commission and Caltrans when ramp construction commences and is completed.</p>	
<p>AIR QUALITY</p> <p>1.8.1.a. Construction Period Activities. Require the contractor to sprinkle demolition sites with water continuously during demolition activity; sprinkle unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soils, sand or other such material; and sweep streets surrounding demolition and construction sites at least once per day to reduce particulate emissions. Also require the project contractor to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling of motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.</p> <p>(Final EIR Section V.C, pp. 426a-427)</p>	<p>SFIA staff (Bureau of Planning & Construction).</p>	<p>Implement throughout the Master Plan period during demolition and construction activities. (The bulk of demolition and construction would take place during the Near-Term.)</p>	<p>SFIA and DCP. SFIA staff shall develop and submit to DCP a construction period air quality mitigation monitoring plan, based on regular on-site monitoring and inspection by Bureau of Planning & Construction staff. SFIA staff shall report on air quality mitigation compliance in regular Master Plan Construction Progress Reports to the Airports Commission. During both Phase I and Phase II demolition and construction, SFIA staff shall provide DCP a copy of each Construction Progress Report.</p>	
<p>1.8.1.b. Aircraft Operating Procedures. Seek to reduce the time each aircraft spends in the taxi/idle phase within the parameters of FAA regulations. Adopt operating procedures to provide to each airline that aircraft engines not be started until the aircraft is ready to pull away from the gate. When no gate is immediately available to unload newly arrived aircraft, aircraft engines should be turned off and aircraft should be towed when a gate becomes available.</p> <p>(Final EIR Section V.C, p. 426)</p>	<p>SFIA staff (Airport Operations).</p>	<p>Draft and adopt new procedures, and provide them for airline representatives' and FAA review, by June 1, 1993. Negotiate to secure airline cooperation during Phase I of the Master Plan, when most of the planned additional terminal and gate facilities will be under construction for the airlines' use. Continue checking for compliance and working with the airlines to maintain and</p>	<p>DCP and SFIA, Airports Operations Division. SFIA staff shall provide DCP a copy of the adopted procedures for reducing aircraft taxi/idle time. SFIA staff shall monitor airlines' compliance with the adopted procedures and shall provide annual status reports on airline compliance to DCP.</p>	

Measure	Responsibility for Implementation	Schedule	Monitoring/Reporting Responsibility	Status/Date Completed
I.B.1.c. Traffic Mitigation Measures. Adopt the TSM Program described above, which will also serve to mitigate air quality impacts. (Final EIR Section V.C, p. 427)	SFIA staff (Landside Operations).	improve compliance throughout the Master Plan period. See schedule for Measure I.A.1.a.	See Monitoring/Reporting Responsibilities for Measure I.A.1.a.	
CONSTRUCTION NOISE				
I.C.1.a. Noise Reduction Measures. Require the project contractor to muffle and shield intakes and exhausts, shroud or shield impact tools, and use electric-powered rather than diesel-powered construction equipment, as feasible, so that noise from construction activities is reduced to the fullest extent possible at noise-impacted locations. (Final EIR Section V.B, p. 426)	SFIA staff (Bureau of Planning & Construction).	Implement throughout the Master Plan period during demolition and construction activities.	DCP. SFIA staff shall develop and submit to DCP a construction period noise mitigation monitoring plan, based on regular on-site monitoring and inspection by Bureau of Planning & Construction staff. SFIA staff shall report on noise mitigation compliance in regular Master Plan Construction Progress Reports to the Airports Commission.	
I.C.1.b. Predrilling Holes. Require the project contractor to predrill holes (if feasible based on soils) for piles to the maximum feasible depth to minimize noise and vibration from pile driving. (Final EIR Section V.B, p. 426)	SFIA staff (Bureau of Planning & Construction).	Implement throughout the Master Plan period during demolition and construction activities.	See Monitoring/Reporting Responsibilities for Measure I.C.1.a. Reporting shall include summary of considerations and conclusions regarding appropriate times for pile driving.	
I.C.1.c. Restrictions on Pile Driving. Consult with neighboring jurisdictions to determine the time when pile driving would cause the least disturbance to neighboring use. Require that the construction contractor limit pile driving activity to result in least disturbance. (Final EIR Section V.B, p. 426)	SFIA staff (Bureau of Planning & Construction).	Implement throughout the Master Plan period during construction activities.	See Monitoring/Reporting Responsibilities for Measure I.C.1.a. Reporting shall include summary of considerations and conclusions regarding appropriate times for pile driving.	
I.C.1.d. Construction Barriers. Require the general contractor to consider construction of barriers around the site, if feasible, and around stationary equipment such as compressors if such barriers would reduce noise by at least 5 dBA less than ambient noise caused by aircraft operations, and to locate stationary equipment in pit areas or excavated areas if possible, as these areas could serve as noise barriers.	SFIA staff (Bureau of Planning & Construction).	Implement as required throughout the Master Plan period during demolition and construction activities.	SFIA. SFIA staff shall report to the Airports Commission regarding implementation of this condition.	

Monitoring/Reporting
Responsibility

Responsibility for
Implementation

Schedule

Measure

Status/Date
Completed

(Final EIR Section V.B, p. 426, as modified
by Section VI(B) of Findings)

CULTURAL RESOURCES

I.D.1.a. Review by Project Archaeologist.
The project sponsor will retain the services of an archaeologist. The sponsor will submit copies of the general soil survey and site-specific geotechnical investigations prepared for the San Francisco Airport expansion projects for review by the project archaeologist. The project archaeologist will report recommendations to the Environmental Review Officer (ERO). The archaeologist will give consideration to the potential presence of coastal prehistoric sites below existing bay alluvium and remains of Chinese shrimp camps (c. 1870 to c. 1910 A.D.) in evaluating the archaeological sensitivity of individual projects sites and in developing recommendations.

(Final EIR Section V.E, p. 428)

I.D.1.b. Procedure for Reporting Significant Artifacts. Should evidence of cultural or historic artifacts or features of potential significance, as determined by the project archaeologist, be found during project excavation, the Environmental Review Office (ERO) and the President of the Landmarks Preservation Advisory Board (LPAB) would be notified immediately, and any excavation which could damage such artifacts or features halted. The archaeologist would prepare a report to be submitted to the ERO and the President of the LPAB containing an assessment of the potential significance of the find and recommendations for what measures should be implemented, including an appropriate security program, and a program for the preservation and recovery of any potential artifacts/features. Should evidence of prehistoric or historic Native American artifacts be found during excavation, the Native American Heritage Commission would be notified immediately, an action required by state law when Native American remains are found. Also, an appropriate representative of the local Native American group would be retained as needed if burial remains were found. Three copies of written reports documenting

SFIA, DCP, California Archaeological Site Survey Office at Sonoma State University (CASSO). The project archaeologist shall provide the SFIA staff, DCP and CASSO a copy of the project archaeologist's findings and recommendations based on review of the general soil survey and site-specific geotechnical investigations for Master Plan projects. The archaeologist shall also notify SFIA and DCP when excavation crews have been instructed.

Retain the project archaeologist, as needed, throughout the Master Plan period. Require the archaeologist to complete review of the general soil survey and site-specific geotechnical investigations for Master Plan projects.

SFIA staff (Bureau of Planning & Construction); project archaeologist.

SFIA, DCP, CASSO. If evidence of cultural or historic artifacts or features of potential significance is found, the project archaeologist shall provide the SFIA staff, DCP and CASSO copies of all documents as specified in this measure, as well as records of all communications with LPAB, the Native American Heritage Commission and the local Native American group.

Implement procedure for reporting potentially significant artifacts as needed throughout the Master Plan construction period, if evidence of cultural or historic artifacts or features of potential significance is found. Implement report recommendations as part of Measures I.D.1.c. and I.D.1.d. below, according to schedule agreed upon with the ERO and LPAB.

SFIA staff (Bureau of Planning & Construction); project archaeologist.

Measure	Responsibility for Implementation	Schedule	Monitoring/Reporting Responsibility	Status/Date Completed
<p>results of study, recovery and plan for preservation shall be submitted to the ERO.</p> <p>(Final EIR Section V.E, p. 428)</p> <p><u>I.D.1.c. Inspection and Retrieval of Significant Artifacts.</u> Excavation or construction activities which might damage discovered cultural resources would be suspended for a total maximum of four weeks over the course of construction to permit inspection, recommendation and retrieval, if appropriate.</p> <p>(Final EIR Section V.E, p. 428)</p> <p><u>I.D.1.d. Archeologist Report.</u> The archaeologist would prepare a draft report documenting the artifacts/features that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration and/or recovery program was conducted. Copies of the draft reports prepared according to these mitigation measures would be sent first and directly to the Environmental Review Officer and to the President of the Landmarks Preservation Advisory Board for review. Following approval of the report by the ERO and the President of LPAB, a final report is to be sent to California Archaeological Site Survey Office at Sonoma State University. The Office of Environmental Review shall receive final copies of the final archaeological findings report.</p> <p>(Final EIR Section V.E, pp. 428-428a)</p>	<p>SFIA staff (Bureau of Planning & Construction); project archaeologist.</p> <p>SFIA staff (Bureau of Planning & Construction); project archaeologist.</p>	<p>Implement at any time during the Master Plan construction period, if recommended by the project archaeologist.</p> <p>Implement as needed during the Master Plan construction period, after any cultural or historic artifacts or features of potential significance are found.</p>	<p>SFIA, DCP, CASSO. The project archaeologist shall immediately notify the SFIA staff, DCP and CASSO to halt construction for inspection and retrieval of significant artifacts.</p> <p>SFIA, DCP, CASSO. The project archaeologist shall provide DCP, the SFIA staff and CASSO copies of all documents as specified in this measure, as well as records of all communications with LPAB.</p>	
<p><u>I.E.1.a. Excavation Depth Limitations.</u> Where practical, limit excavation to depths above the water table to reduce the need for dewatering and special below groundwater engineering design and construction techniques.</p> <p>(Final EIR Section V.F, p. 429)</p> <p><u>I.E.1.b. Dewatering Techniques.</u> If dewatering were required, temporarily retain groundwater pumped from the site in a holding tank before discharge to allow suspended particles to settle.</p>	<p>SFIA staff (Bureau of Planning & Construction).</p> <p>SFIA staff (Bureau of Planning & Construction).</p>	<p>Implement during detailed design, demolition activities and construction of Master Plan projects.</p> <p>Implement as needed during detailed design, demolition activities and construction of</p>	<p>SFIA. SFIA staff shall report to the Airports Commission regarding implementation of this measure, in conjunction with regular Master Plan Construction Progress Reports.</p> <p>SFIA. SFIA staff shall report to the Airports Commission regarding implementation of this measure, in conjunction with regular Master Plan Construction Progress Reports.</p>	

GEOLOGY

Measure	Responsibility for Implementation	Schedule	Monitoring/Reporting Responsibility	Status/Date Completed
(Final EIR Section V.F, p. 429)				
I.E.1.c. Erosion Control Plans. Prepare and implement erosion control plans for any construction activities during the wet season that involve grading or other activities that would expose soil to erosion.	SFIA staff (Bureau of Planning & Construction).	Master Plan projects. Implement during detailed design, demolition activities and construction of Master Plan projects.	SFIA. SFIA staff shall report to the Airports Commission regarding implementation of this measure, in conjunction with regular Master Plan Construction Progress Reports. Reports shall be based on regular on-site monitoring and inspection by Bureau of Planning & Construction staff.	
(Final EIR Section V.F, p. 429)				
HAZARDS				
I.F.1.a. Site Investigation. Perform a site investigation if construction is proposed in areas of known or suspected contamination. A site investigation includes the collection of soil and/or groundwater samples at a site, transportation of the samples to any analytical laboratory, and analysis and reporting.	SFIA staff (Bureau of Planning & Construction; Facilities, Operations & Maintenance).	Throughout the Master Plan demolition and construction period, Phase I inspections prior to each demolition or construction project. (This step is not required if known contamination exists, or if Phase I inspections have recently been done.) For any project sites showing evidence of contamination, implement site investigation procedures outlined in Measure I.F.1.a. prior to issuing the permits.	Regional Water Quality Control Board (RWQCB). Prior to commencing each demolition or construction project, SFIA staff shall provide DPH copies of Phase I inspection reports for each site, notify DPH if construction is proposed in areas of known or suspected contamination, and provide DPH copies of site investigation findings.	
(Final EIR Section V.G, p. 430)				
I.F.1.b. Remediation Activities. Perform remediation activities if levels of contaminants found in any site investigation exceed regulatory requirements and/or pose a threat to the public health and the environment as defined by the responsible regulatory agencies. Remediation could be required for both soils and groundwater. Soil remediation methods could include excavation and on-site treatment, excavation and off-site treatment or disposal, or treatment without excavation. Remediation alternatives for clean-up of contaminated groundwater could include in-site treatment, extraction and on-site treatment and/or	SFIA staff (Bureau of Planning & Construction; Facilities, Operations & Maintenance).	At any time during the Master Plan demolition and construction period, prior to issuing building permits for any project site(s) shown during site investigation to have levels of contamination that exceed regulatory requirements and/or pose a threat to	RWQCB. Prior to commencing each demolition or construction project, SFIA staff shall provide DPH copies of remediation plans and records of communications with appropriate regulatory agencies. SFIA shall also notify DPH when remediation is completed.	

Measure	Responsibility for Implementation	Schedule	Monitoring/Reporting Responsibility	Status/Date Completed
disposal. Discharge of treated groundwater to the industrial wastewater treatment plant at the Airport or to San Francisco Bay would require regulatory agency approval. (Final EIR Section V.G, p. 430)		the public health and the environment, as defined by the responsible regulatory agencies.		
I.F.1.c. <u>Safety and Health Plan.</u> If site remediation is found necessary, prepare and submit a site-specific Safety and Health plan for hazardous materials and waste operations to the appropriate agency having jurisdiction before site activities would proceed. The site-specific Safety and Health Plan, which would be applicable to all activities at the site prior to completion of site remediation, would establish policies and procedures to protect workers and the public from potential hazards posed by hazardous wastes. The Plan would be prepared according to federal and California OSHA regulations for hazardous waste site Safety and Health plans (if such regulations are not adopted prior to initial site activities, National Institute for Occupational Safety and Health guidelines would be followed). The site safety officer's log would be made available to the San Francisco Department of Public Health for inspection. (Final EIR Section V.G, p. 431)	SFIA staff (Bureau of Planning & Construction; Facilities, Operations & Maintenance).	Implement as needed during the Master Plan construction period, prior to issuing demolition or construction permits for any site(s) requiring remediation.	RWQCB. For any site(s) requiring remediation, SFIA staff shall provide DPH copies of safety and health plans, log, and records of associated communications with appropriate regulatory agencies.	
I.F.1.d. <u>Dust Control Program.</u> The site mitigation plan should include a dust control program, to minimize potential public health impacts associated with exposure to contaminated soil dust. (Final EIR Section V.G, p. 431)	SFIA staff (Bureau of Planning & Construction; Facilities, Operations & Maintenance).	Implement as needed during the Master Plan construction period, prior to issuing demolition or construction permits for any site(s) requiring remediation.	SFIA. SFIA shall report to the Airports Commission regarding Implementation of this condition, in conjunction with the project construction documents.	
I.F.1.e. <u>Review of Reports.</u> Reports (including locations, chain of custody forms, and laboratory analysis reports) of further site investigations (if any) should be sent to the appropriate agency for review. (Final EIR Section V.G, p. 431)	SFIA staff (Bureau of Planning & Construction; Facilities, Operations & Maintenance).	Implement as needed during the Master Plan construction period, prior to issuing demolition or construction permits for any site(s) requiring remediation.	RWQCB. As required in the Monitoring/Reporting Responsibilities for Measures I.F.1.a.-c. above, SFIA staff shall provide DPH records of any communications with regulatory agencies that pertain to investigation, testing and remediation activities for Master Plan project sites.	
I.F.1.f. <u>Remediation Report.</u> Prepare a report describing the remediation process in	SFIA staff (Bureau of Planning & Construction; Facilities, Operations & Maintenance).	Implement as needed during the Master Plan construction period, prior to issuing demolition or construction permits for any site(s) requiring remediation.	RWQCB. SFIA staff shall provide DPH copies of Remediation Report(s),	

Measure	Responsibility for Implementation	Schedule	Monitoring/Reporting Responsibility	Status/Date Completed
<p>detail and certifying completion of remediation should be prepared by a Registered Environmental Assessor (REA) or registered engineer, and submitted to the appropriate agency having jurisdiction. The report should include copies of hazardous waste transport manifests.</p> <p>(Final EIR Section V.G, p. 431)</p> <p><u>I.F.1.9. Asbestos Surveys.</u> Conduct asbestos surveys for all structures planned for demolition or renovation that have not been previously surveyed. For development involving any structure identified to contain asbestos, retain a registered asbestos inspector to inspect buildings after asbestos removal or encasing to ensure adequacy of remediation, proceeding with demolition or renovation only when the quality assurance inspector agrees that asbestos abatement is complete.</p> <p>(Final EIR Section V.G, p. 431)</p>	<p>Construction; Facilities, Operations & Maintenance); REA or registered engineer.</p> <p>SFIA staff (Bureau of Planning & Construction; Facilities, Operations & Maintenance); registered asbestos inspector.</p>	<p>Plan construction period, prior to issuing demolition or construction permits for any site(s) requiring remediation.</p> <p>As needed during the Master Plan construction period, prior to issuing demolition or construction/renovation permits for structures that have not been previously surveyed for asbestos.</p>	<p>hazardous waste transport manifests, and records of associated communications with regulatory agencies.</p> <p>Bay Area Air Quality Management District ("BAQMD"). Prior to commencing each demolition or renovation project, SFIA staff shall provide DPH copies of asbestos survey reports for each site and if appropriate, verification by a registered asbestos inspector of adequate remediation.</p>	
<p><u>I.F.1.h. PCB-Containing Electrical Equipment.</u> Consult Airport and tenant records of PCB-containing electrical articles before any demolition or renovation occurs. Remove PCB-containing equipment prior to demolition following all regulations for worker safety and disposal in accordance with applicable laws and regulations.</p> <p>(Final EIR Section V.G, p. 431)</p>	<p>SFIA staff (Bureau of Planning & Construction; Facilities, Operations & Maintenance).</p>	<p>As needed during the Master Plan construction period, prior to issuing permits for demolition or renovation.</p>	<p>California Dept of Health, Toxic Services Division. Prior to commencing each demolition or renovation project, SFIA staff shall provide DPH copies of any documentation related to PCB removal.</p>	
<p><u>I.F.1.i. Reduction of Excavation Impacts.</u> Reduce excavation impacts in areas of suspected contamination by performing a site investigation and any necessary remedial activities.</p> <p>(Final EIR Section V.G, p. 432)</p>	<p>SFIA staff (Bureau of Planning & Construction).</p>	<p>At any time during the Master Plan Period, as required under Measures I.F.1.a. above, perform Phase I inspections prior to issuing permits for each demolition or construction project. If there is evidence of contamination, perform site investigations and implement Measures I.F.1.b.-f. as necessary.</p>	<p>See Monitoring/Reporting Responsibilities for Measures I.F.1.a.-f., above.</p>	

I.F.1.j. Procedure for Locating Underground Obstructions. Prior to any excavations, consult Airport records for locations of underground tanks, utility lines and fuel distribution pipes. Tank-locating technologies would be used to determine whether any unrecorded or misrecorded underground tanks, utility lines or fuel distribution pipelines are present on-site. In the case of relatively large excavations, contingency plans would be developed for protection and possible evacuation of workers and nearby public.

(Final EIR Section V.G, p. 432)

I.F.1.k. Groundwater Testing. Conduct groundwater testing for petroleum hydrocarbons before dewatering is performed at any airport site. Treatment would be applied, in consultation with the RWQCB and/or wastewater treatment plant operators to ensure that all discharges meet applicable quality requirements.

(Final EIR Section V.G, p. 432)

California State Office of Emergency Services. Prior to commencing construction on sites requiring excavation, SFIA staff shall provide OES and the County with documentation of procedures undertaken to locate underground obstructions. SFIA staff shall provide OES and the County with copies of any contingency plans developed for large excavations.

Implement throughout the Master Plan construction period, prior to any excavation. Incorporate any required contingency plans into the Airport's Emergency Response Plan.

SFIA staff (Bureau of Planning & Construction; Facilities, Operations & Maintenance); SFIA Crash, Fire and Rescue.

For any site(s) requiring dewatering, SFIA staff shall provide groundwater testing reports to the RWQCB.

For any site(s) requiring dewatering, implement prior to issuing permits for demolition or construction.

SFIA staff (Bureau of Planning & Construction; Facilities, Operations & Maintenance).

MITIGATION MONITORING PROGRAM

SAN FRANCISCO INTERNATIONAL AIRPORT MASTER PLAN CONDITIONS OF APPROVAL

Condition	Responsibility for Implementation	Schedule	Monitoring/Reporting Responsibility	Status/Date Completed
TRANSPORTATION				
<p>11.A.1.a. Long Range Traffic Study. The Airport will work with the City/County Association of Governments (C/CAG) to complete the forecasting model (the "Traffic Study") currently being developed by C/CAG to analyze the effects of proposed development in San Mateo County and how such developments may impact streets and roads in the County. The Airports Commission will match funds available from San Mateo County for such a Traffic Study up to \$250,000. Based on the results of the Traffic Study, the Airports Commission will work with C/CAG to identify future traffic congestion impacts in San Mateo County. Within 12 months after completion of the Traffic Study, C/CAG and the Airport will formulate a joint work plan for any necessary traffic improvements in that City identified in the Traffic Study to be implemented by the Airport and local agencies. The Airports Commission will consider the results of the traffic study in assessing future parking needs.</p>	<p>SFIA staff (Landside Operations; Bureau of Planning & Construction).</p>	<p>The work plan will be formulated within 12 months after the completion of the Traffic Study. The improvements will be subject to the schedule established in the work plan.</p>	<p>SFIA. Upon completion of the Traffic Study, C/CAG shall submit study results to SFIA staff. C/CAG and SFIA staff shall formulate the joint work plan based on study results within 12 months after the completion of the Traffic Study. C/CAG and SFIA staff shall thereafter formulate annual summary reports on implementation of the joint work plan.</p>	
<p>11.A.1.b. Funding for Transportation Improvements. The Airports Commission will provide its proportionate share of funding for any traffic improvements that may be identified in the Traffic Study as necessary to address traffic congestion problems in San Mateo County as follows:</p> <p>(i) If legally permissible, the Airports Commission may contribute to any City that has executed the Memorandum of Understanding negotiated by C/CAG, the Roundtable and the Airports Director, its proportionate share of the cost of off-site transportation improvements identified in the Traffic Study. The share will be based upon the proportion that Airport growth-related traffic bears to all traffic creating the need for the improvements; or</p>	<p>Transportation improvement funding establishment: SFIA Office of the Director and Office of General Counsel.</p> <p>Transportation improvement funding administration and program tracking: SFIA staff (Business & Finance Division, Special Projects).</p>	<p>Subject to schedule established in work plan (see Condition 11.A.1.a.).</p>	<p>City/County Association of Governments (C/CAG) and SFIA.</p>	

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(ii) The Airports Commission will contribute an amount of funding equivalent to the amount established in (i) above toward the non-Airport share of the following mitigation projects on Airport property that are the responsibility of other agencies: West of Bayshore Intermodal Transportation Center and the West of Bayshore access roadways to U.S. 101. The amount of any such funding shall not exceed \$120 million.				
11.A.1.c. <u>Traffic Monitoring Program.</u> The Airports Commission will work with C/CAG to develop and implement a system for monitoring traffic congestion at the Airport and at certain key off-site locations identified in the forecasting model described above. The traffic monitoring program will be designed to measure the effectiveness of traffic mitigation measures and to identify any additional measures that may be necessary to address future traffic problems.	SFIA staff (Landside Operations; Bureau of Planning & Construction).	The traffic monitoring program will be formulated and implemented within 12 months after the completion of the Traffic Study (see Condition 11.A.1.a.).	City/County Association of Governments (C/CAG) and SFIA. Within 12 months after completion of the Traffic Study, SFIA and C/CAG shall formulate the traffic monitoring program. SFIA staff and C/CAG shall thereafter formulate annual summary reports on implementation of the traffic monitoring program (reports can be formulated in conjunction with joint work plan reports, as required under Condition 11.A.1.a., above).	
11.A.1.d. <u>Childcare Center.</u> The Airports Commission will fund and provide for construction of a childcare center west of U.S. 101, in conjunction with a new mass transit station at that location, if this can be done legally.	SFIA staff (Bureau of Planning & Construction; Facilities, Operations & Management).	Subject to schedule for construction of new mass transit station (see Condition 1.A.1.j.).	City/County Association of Governments (C/CAG) and SFIA.	
11.A.1.e. <u>Passenger Amenities.</u> The Airports Commission will incorporate into the design of all new Airport transit stops various passenger amenities such as benches.	SFIA staff (Landside Operations; Bureau of Planning and Construction).	Implement during detailed design.	City/County Association of Governments (C/CAG) and SFIA. SFIA staff shall provide C/CAG a copy of transit stop design drawings and construction plans for review and comment prior to construction of the transit stops.	
11.A.1.f. <u>Transit Priority.</u> The Airports Commission will formulate and adopt a transit policy that encourages transportation to and from the Airport by transit rather than private automobile. The policy shall also provide that the Airport will cooperate with BART in considering the BART extension into the Airport, as approved for study during the Preliminary Engineering phase.	SFIA staff (Landside Operations; Bureau of Planning & Construction).	Establish transit priority policy within six months of the adoption of the San Mateo County Congestion Management Plan.	City/County Association of Governments (C/CAG) and SFIA. SFIA staff shall formulate and present a transit priority policy to the Airports Commission for adoption within six months of the adoption of the San Mateo County Congestion Management Plan.	
11.A.1.g. <u>San Mateo County Congestion Management Plan.</u> SFIA will meet the San Mateo County Congestion Management Plan countywide standards, as developed and administered by the San Mateo County	SFIA staff (Landside Operations).	Ongoing compliance based on the provisions of the San Mateo County	City/County Association of Governments (C/CAG) and SFIA. SFIA shall submit reports to C/CAG on an annual basis regarding conformance to the San Mateo	

Condition	Responsibility for Implementation	Schedule	Monitoring/Reporting Responsibility	Status/Date Completed
Congestion Management Agency (CMA) (Government Code Section 65088 et seq.).		Congestion Management Plan.	County Congestion Management Plan standards.	
AVIATION NOISE				
11.8.1.a. Increased Funding for Noise Insulation. The Airports Commission will administer and implement an expanded aircraft noise insulation program pursuant to the terms contained in Schedule 1 of Final Mitigation Plan. (Final EIR Section V.B, p. 425a)	Noise Insulation Fund establishment: SFIA Office of the Director and Office of General Counsel. Noise Insulation Fund administration and program tracking: SFIA staff (Business & Finance Division, Special Projects; Bureau of Community Affairs, Noise Abatement Office).	Establish Noise Insulation Fund by February 1, 1993. Allocate funds for noise insulation in accordance with terms contained in Schedule 1 of Final Mitigation Plan.	SFIA. SFIA staff shall provide semi-annual reports to the Airports Commission and the Airport/Community Roundtable (the "Roundtable"). Annual reports shall summarize fund allocation by city (i.e., number of homes eligible for funding; number funded to date by SFIA and federal matching funds; number funded in previous year).	
11.8.1.b. Work Plan with Airport Community Roundtable. The Airports Commission will enter into an appropriate amendment to its WOU, in the form attached as Schedule 2, with the Roundtable to provide for the establishment of a joint work plan to review and consider a variety of noise related measures. The work plan will be reviewed on an annual basis and revised if necessary to include new noise related issues. The work plan will outline the proposed noise related measures that are identified for consideration by the Roundtable and will establish a timetable for consideration and, if appropriate, further action on these measures. If identified actions or procedures are beyond the scope and authority of the Airport to implement, the Airports Commission will recommend to the appropriate agencies that such actions or procedures be implemented as soon as practicable. The work plan will include procedures for including appropriate measures in the Airport's new noise variance. The measures that would be included for consideration are described in Section 11.8.2 of the attached Mitigation Plan. This list of measures may be amended at any time by mutual agreement.	Work plan preparation and adoption: SFIA Office of the Director and Office of General Counsel. Work plan compliance: Airport/Community Roundtable.	Adopt work plan within three months of the adoption of the Master Plan by the Airports Commission. Achieve full compliance with terms of work plan by considering each measure by February 1, 2001. Continue compliance with any applicable noise measures implemented by the Roundtable by the end of the Long-Term.	DCP and SFIA. SFIA staff shall provide DCP written verification of work plan adoption. SFIA staff shall thereafter report to the Airports Commission in February of each year regarding the items contained in the work plan and the schedule for consideration of action on these items.	

(Final EIR Section V.B, pp. 425a et al.)

Condition	Responsibility for Implementation	Schedule	Monitoring/Reporting Responsibility	Status/Date Completed
<p>11.B.1.c. <u>Funding for Airport Community Roundtable.</u> The Airports Commission will provide funding to the Roundtable in the amount of \$100,000 per year, for the years 1993 through 2000, to support the Roundtable's efforts in addressing the noise related measures identified in the work plan.</p> <p>(Final EIR Section V.B, p. 425a)</p>	<p>Roundtable Fund establishment: SFIA Office of the Director and Office of General Counsel.</p> <p>Roundtable Fund administration: SFIA staff (Business & Finance Division, Special Projects).</p>	<p>Provide \$100,000 payments annually, from February 1, 1993 through February 1, 2000.</p>	<p>DCP and the Roundtable. The Airports Commission shall provide DCP written verification of Roundtable Fund establishment. The Roundtable shall be responsible for monitoring Roundtable Fund annual payments.</p>	
<p>11.B.1.d. <u>Backblast Noise Test Program.</u> The Airports Commission will fund a pilot program to be implemented by the Roundtable to test the effectiveness of sound insulation measures on reducing low frequency noise. The Airports Commission will work with the Roundtable on the appropriate scope of such a test program. The Roundtable will provide an evaluation of the results of the pilot program. If the program is successful, the Commission will continue to provide funding for the program to participating cities and will implement the effective results of the program to the extent legally permissible.</p> <p>(Final EIR Section V.B, p. 425a)</p>	<p>Backblast program fund establishment: SFIA Office of the Director and Office of General Counsel.</p> <p>Backblast program fund administration: SFIA (Business of Finance Division, Special Projects; Bureau of Community Affairs, Noise Abatement Office).</p>	<p>Provide funding by February 1, 1993.</p>	<p>SFIA. SFIA shall report to the Airports Commission regarding implementation of this condition.</p>	
<p>11.B.1.e. <u>PASSUR Tracking System.</u> Expand the use of the SFIA PASSUR Tracking System to evaluate actual flight patterns at SFIA and determine the value of existing and proposed noise abatement procedures. Develop regular reports from the PASSUR Tracking System for inclusion in the Director's Reports presented at Roundtable meetings. Include sufficient flight identification information to formulate follow-up and correction of overflight problems.</p> <p>(Final EIR Section V.B, p. 425)</p>	<p>SFIA staff (Bureau of Community Affairs, Noise Abatement Operations Division Office).</p>	<p>Implement tracking and reporting program by February 1, 1993.</p>	<p>SFIA. SFIA staff shall provide reports to the Roundtable for inclusion in each Director's report.</p>	
<p>11.B.1.f. <u>Tracking Air Carrier Operations.</u> Continue to keep track of information on late night air carrier operations by runway and scheduled operations from midnight to 0600 hours as part of the Director's Reports presented at Roundtable meetings. If the percentage of annual total operations performed at night increases such that nighttime cumulative noise levels increase 1.5 dBA, CNEL or more conduct an</p>	<p>SFIA staff (Bureau of Community Affairs, Noise Abatement Operations Division Office).</p>	<p>Implement tracking and reporting program by February 1, 1993.</p>	<p>SFIA. SFIA staff shall provide reports to the Roundtable for inclusion in each Director's report.</p>	

Condition	Responsibility for Implementation	Schedule	Monitoring/Reporting Responsibility	Status/Date Completed
<p>investigation to determine the cause of the increase. To the extent allowed by law, implement mitigation measures to offset the increase in nighttime noise levels. An increased number of departures on Runways 1L and 1R would result in an increase in the occurrence of single-event noise in communities under the departure flight paths for those runways, including San Francisco and communities on the Peninsula and in the East Bay. An increased number of departures on Runways 1L and 1R would also result in an increase in the occurrence of backblast noise in communities behind those runways, including Burlingame and Millbrae.</p> <p>(Final EIR Section V.B, p. 425b)</p>				
ENERGY				
<p>II.D.1.a. <u>High-Efficiency Lamps</u>. Install high-efficiency lamps for all parking lot lighting.</p> <p>(Final EIR Section V.D, p. 427)</p>	<p>SFIA staff (Bureau of Planning & Construction; Facilities, Operations & Management).</p>	<p>Incorporate lamps during detailed design of parking lots; implement during parking lot construction.</p>	<p>SFIA. SFIA staff shall report to the Airports Commission regarding implementation of this condition, in conjunction with regular Master Plan Construction Progress Reports.</p>	
<p>II.D.1.b. <u>Traffic Mitigation Measure</u>. Adopting the measures identified to mitigate traffic impacts will also mitigate energy impacts. These measures include reducing vehicular traffic through increased ridesharing (carpool, vanpool and transit), and implementing flexible and/or staggered work hours would reduce local and regional energy use.</p> <p>(Final EIR Section V.D, p. 427)</p>	<p>SFIA staff (Landside Operations).</p>	<p>See Measure I.A.1.a. in the Mitigation Monitoring and Reporting Program.</p>	<p>See Measure I.A.1.a. in the Mitigation Monitoring and Reporting Program.</p>	
<p>II.D.1.c. <u>Aircraft Emission Measures</u>. Adopting the measures identified to reduce aircraft emissions will also mitigate energy impacts. Reducing aircraft idling time will reduce aviation fuel consumption.</p> <p>(Final EIR Section V.D, p. 427)</p>	<p>SFIA staff (Airport Operations Division).</p>	<p>See Measure I.B.1.b. in the Mitigation Monitoring and Reporting Program.</p>	<p>See Measure I.B.1.b. in the Mitigation Monitoring and Reporting Program.</p>	
<p>II.E.1.a. <u>Incorporating Foundation and Geotechnical Recommendations</u>. All foundation and geotechnical recommendations presented in the general soil survey and site-specific geotechnical investigations will be incorporated into the project.</p>	<p>SFIA staff (Bureau of Planning & Construction).</p>	<p>Implement during detailed design, demolition activities and construction of</p>	<p>SFIA. SFIA staff shall report to the Airports Commission regarding implementation of this condition, in conjunction with the approval of project construction documents.</p>	

Condition	Responsibility for Implementation	Schedule	Monitoring/Reporting Responsibility	Status/Date Completed
(Proposed as part of the project; Final EIR Section V.F, p. 429)				
11.E.1.b. <u>Earthquake Safety Inspections.</u> Facilities earthquake safety inspections will continue and will be expanded to include all new facilities. Periodic training concerning earthquake preparedness and seismic hazards reduction will be conducted at all new facilities.	SFIA staff (Facilities, Operations & Maintenance); Airport Police; Crash, Fire & Rescue.	Master Plan projects.	SFIA. SFIA staff shall provide the Airports Commission written confirmation of inspections and training sessions and shall provide a copy of the Airport's Emergency Response Plan to OES and San Mateo County staff each time it is updated.	
(Proposed as part of the project; Final EIR Section V.F, p. 429)				
11.E.1.c. <u>Emergency Response Plan.</u> The airport's emergency response plan will continue to be practiced and would be updated, as necessary, as construction is completed and as the SFIA Master Plan is implemented.	SFIA staff (Bureau of Planning & Construction; Facilities, Operations & Maintenance); Airport Police; Crash, Fire & Rescue.	Update as needed within one month of occupancy for each new facility; continue implementing throughout the Master Plan period.	SFIA. SFIA staff shall report to the Airports Commission regarding implementation of this condition and shall provide OES and San Mateo County staff a copy of the Airport's Emergency Response Plan each time it is updated.	
(Final EIR Section V.F, p. 429)				
11.E.1.d. <u>Procedure for Locating Underground Obstructions.</u> See Measure 11.E.1.d. in the Mitigation Plan for procedure to locate suspected underground obstructions, particularly fuel or gas pipes, prior to excavation.	SFIA staff (Bureau of Planning & Construction).	See Measure 11.F.1.j. in the Mitigation Monitoring and Reporting Program.	See Measure 11.F.1.j. in the Mitigation Monitoring and Reporting Program.	
(Final EIR Section V.F, p. 429)				
SEISMICITY				
11.F.1.a. <u>Automatic Shut-off Valves.</u> Equip new gas lines with automatic shut-off valves that would be activated in the event of a major earthquake.	SFIA staff (Bureau of Planning & Construction).	Implement during detailed design. Verify compliance prior to occupancy of each new facility.	SFIA. SFIA staff shall report to the Airports Director regarding implementation of this condition, in conjunction with construction inspector reports.	
(Final EIR Section V.F, p. 430)				
11.F.1.b. <u>Securing Potentially Hazardous Objects.</u> Tie all potentially dangerous structural features into structural elements of the building. Secure heavy equipment and other potentially hazardous objects to floors or walls.	SFIA staff (Bureau of Planning & Construction).	Incorporate standards and procedures into the Airport's Emergency Response Plan. Implement within one month of occupancy of each new facility; inspect periodically as	SFIA. SFIA staff shall provide the Airports Commission written confirmation that potentially hazardous objects within public areas of each new facility have been secured, and shall provide periodic written confirmation of continued compliance as part of regular earthquake safety inspections (see Condition 11.E.1.b.).	
(Final EIR Section V.F, p. 430)				

Condition	Responsibility for Implementation	Schedule	Monitoring/Reporting Responsibility	Status/Date Completed
<p>II.F.1.c. Incorporating Foundation and Geotechnical Recommendations. All foundation and geotechnical recommendations presented in the general soil survey and site-specific geotechnical investigations will be incorporated into the project.</p> <p>(Proposed as part of the project; Final EIR Section V.F, p. 429)</p>	SFIA staff (Bureau of Planning & Construction).	part of regular earthquake safety inspections (see Condition II.E.1.b.).	SFIA. SFIA staff shall report to the Airports Commission regarding implementation of this condition, in conjunction with the approval of project construction documents.	
<p>II.F.1.d. Earthquake Safety Inspections. Facilities earthquake safety inspections will continue and will be expanded to include all new facilities. Periodic training concerning earthquake preparedness and seismic hazards reduction will be conducted at all new facilities.</p> <p>(Proposed as part of the project; Final EIR Section V.F, p. 429)</p>	SFIA staff (Facilities, Operations & Maintenance); Airport Police; Crash, Fire & Rescue.	Begin inspection before occupancy of each new facility; continue throughout the Master Plan period, according to schedule in the Airport's Emergency Response Plan (Condition II.E.1.c., above)	SFIA. SFIA staff shall provide the Airports Commission written confirmation of inspections and training sessions and shall provide a copy of the Airport's Emergency Response Plan to OES and San Mateo County staff each time it is updated.	
<p>HOUSING</p> <p>II.G.1.a. Housing Availability Clearance Center. The Airports Commission will enter into a contract with San Mateo County, effective for the period of the Master Plan project, to provide a housing availability clearance center. The center would provide housing information and services for Airport employees. The Airports Commission will fund the center for an amount of \$100,000 per year.</p>	Housing Availability Clearance Center contract preparation: SFIA Office of the Director and Office of General Counsel. Contract administration and program tracking: SFIA (Business & Finance Division, Special Projects).	Execute Housing Availability Clearance Center contract by February 1, 1993. Provide \$100,000 payments annually, from February 1, 1993 through February 1, 2006. Provide any other information or assistance required by the contract, according to contract schedule.	San Mateo County shall be responsible for monitoring annual payments to the Housing Availability Clearance Center and any other services to be provided by SFIA as required by the contract.	
<p>UTILITIES</p> <p>II.H.1.a. Increase Service System Capacity. Increase the SFIA sewer system capacity to ensure that sewer capacity meet the long-term demand. As part of the near-term buildout phase, design a specific project</p>	SFIA staff (Bureau of Planning & Construction; Facilities,	Complete 0.8 million gallons per day capacity increase within the Near-Term.	SFIA. SFIA staff shall report to the Airports Commission regarding implementation of this condition.	

Condition	Responsibility for Implementation	Schedule	Monitoring/Reporting Responsibility	Status/Date Completed
<p>which would provide for an 0.8 million gallons per day increase, scheduled for implementation and completion before long-term phase improvements begin (i.e., next 5 years).</p> <p>(Final EIR Section V.H, p. 432)</p> <p>II.H.1.b. <u>Water Conservation Measures.</u> Although the San Francisco Water Department projects less water use at SFIA than the SFIA Master Plan projects, they would be able to fulfill the SFIA projected demand. SFIA could implement the water conservation measures to meet the Water Department projections: low-flush toilets, low-water use landscaping, industrial recycling, and individual metering of large or individual water users.</p> <p>(Final EIR Section V.H, p. 432)</p>	<p>Operations & Maintenance).</p> <p>SFIA staff (Facilities, Operations & Maintenance Division).</p>	<p>Draft and adopt new water conservation plan by June 1, 1993. Implement throughout the Master Plan period.</p>	<p>SFIA. SFIA staff shall report to the Airports Commission regarding implementation of this condition and shall provide annual status reports on plan implementation beginning in January, 1994. SFIA staff shall provide the San Francisco Water Department, Peninsula Division, a copy of the final water conservation plan.</p>	
<p>(Final EIR Section V.H, p. 433)</p> <p>II.H.1.c. <u>Source Reduction and Recycling Measures.</u> As all Cities and Counties are required to reduce waste generation by 25 percent by 1995 to 50 percent by 2000, SFIA could accomplish equivalent levels of reduction by implementing source reduction and recycling measures. Perform Waste Characterization Study to generally identify types and amounts of waste generated from both Airport-owned and tenant-owned facilities. Based on waste composition data, develop source reduction and recycling programs that would target high-volume materials. Possible measures could include source-separated recycling bins for cans, bottles, newspaper and mixed paper in all passenger terminal areas; office paper recycling in all administrative offices; and convenient measures for airlines to separate recyclable materials from passenger flights.</p> <p>(Final EIR Section V.H, p. 433)</p>	<p>SFIA staff (Facilities, Operations & Maintenance Division).</p>	<p>Draft and adopt new source reduction and recycling plan by June 1, 1993. Implement throughout the Master Plan period.</p>	<p>SFIA. SFIA staff shall report to the Airports Commission regarding implementation of this condition and shall provide annual status reports on plan implementation beginning in January, 1994. SFIA staff shall provide the San Francisco Chief Administrative Officer, Solid Waste Management Program, a copy of adopted source reduction and recycling plan.</p>	
<p>PUBLIC SERVICES</p> <p>II.1.1.a. <u>Fire Services.</u> Review current fire level services and response times to the passenger terminal area in relationship to the proposed SFIA Master Plan projects. As necessary, identify and begin planning for an additional fire substation and associated personnel to be in operation by the time Near-Term SFIA Master Plan projects have been completed. A potential location</p>	<p>SFIA (Airport Operations Division, Crash, Fire & Rescue; Facilities, & Operations; Bureau of Planning & Construction).</p>	<p>If needed, complete additional fire substation within the Near-Term. Incorporate additional service capabilities into the Airport's</p>	<p>SFIA. SFIA staff shall report to the Airports Commission regarding implementation of this condition.</p>	

Condition	Responsibility for Implementation	Schedule	Monitoring/Reporting Responsibility	Status/Date Completed
would be near the old Pan Am/TWA Hangers which would enable access to all levels of passenger terminals. (Fire EIR Section V.1, p. 433)		Emergency Response Plan.		
II.1.1.b. Police Services. Review current police service levels and response times in relationship to proposed SFIA Master Plan projects and projected passenger levels. Maintain current levels of service. (Final EIR Section V.1, as modified by Section VII of Findings, p. 433)	SFIA (Airport Operations Division); Airport Police.	Increase staffing as needed, throughout the Master Plan period.	SFIA. SFIA staff shall report to the Airports Commission regarding implementation of this condition.	

